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EDITORIAL CONTENTS

FEATURE ARTICLES

NEW PRODUCT DESCRIPTIONS

DEPARTMENTS

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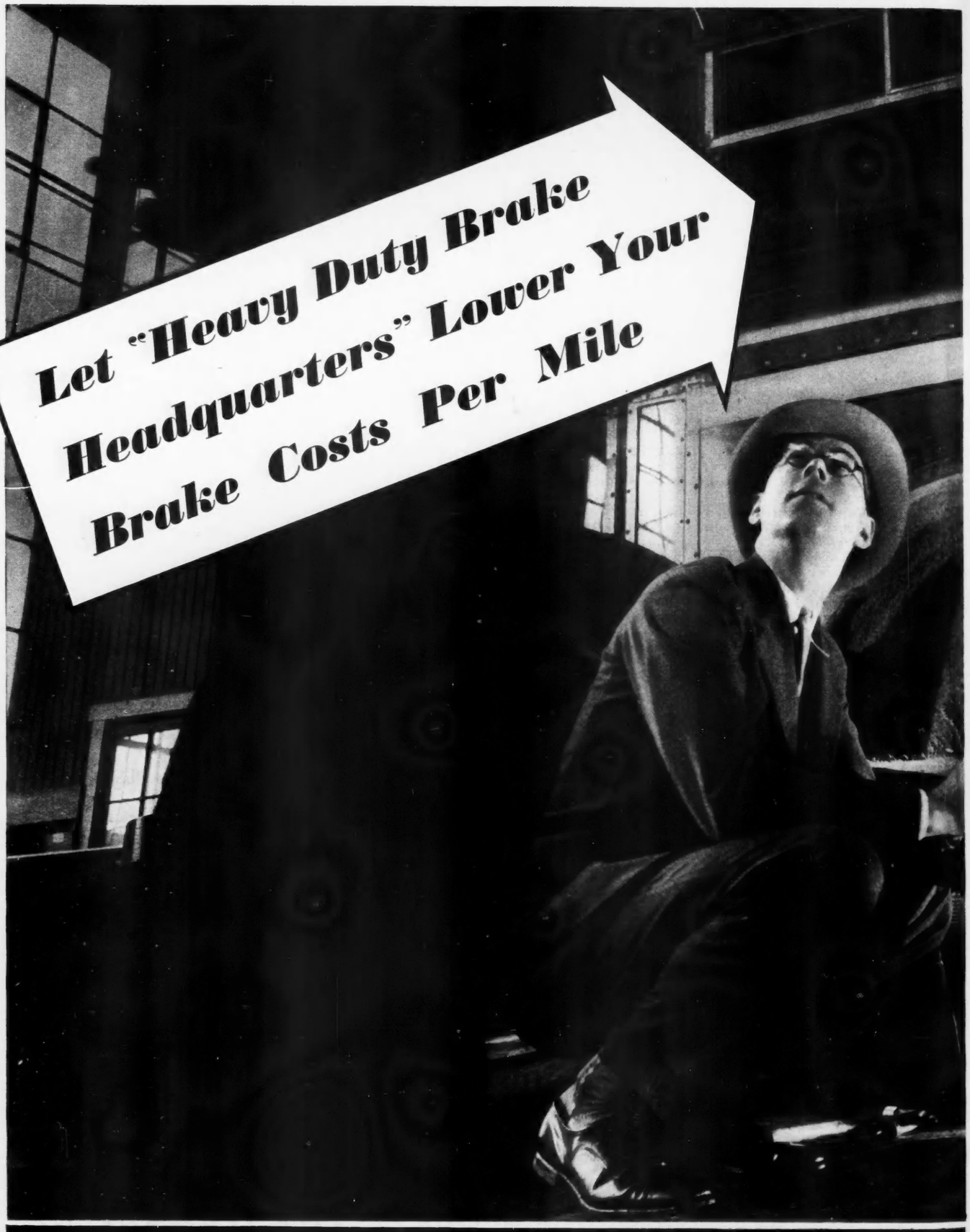
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The Transportation Problem and Federal Coordination

By JOSEPH B. EASTMAN, FEDERAL COORDINATOR OF TRANSPORTATION

IN the immediate search for waste which can be eliminated, the Coordinator has no authority over motor vehicles, except to secure information with respect to those which are operated, directly or indirectly, by the railroads. But I have not felt that I should confine the search within any narrow limits on this account. Waste is more than a matter of cutting down expense. It may be equally wasteful to neglect opportunities for building up business by making service more attractive and usable. My organization is not overlooking the motor vehicle and the use which can be made of it to supplement or substitute for rail service as a friendly ally instead of an enemy.

It ought to be clear that no regulation or restrictions should be imposed upon any form of transportation merely for the purpose of benefiting some other form of transportation. The test must be the public interest. On the other hand, whatever the public interest may require ought to be done no matter how it may affect private interests. These are principles which no one is likely to gainsay. The danger is that they will be given only lip service.

Public regulation of motor vehicles is not all of one kind. One type has for its purpose the protection of the safety, convenience, and purse of the public in the use of the highways. I take it that the need for such regulation is conceded. The questions are what form it shall take, how a proper degree of uniformity can be attained throughout the country, and whether there is any need for action by the Federal Government.

I am approaching this question without any preconceptions, and with no desire to invoke the Federal power unless clear need appears. In any event, it may be that the authority can be entrusted to some governmental agency which can hold it in reserve, to be used sparingly and only when and where occasion requires.

The third type of public regulation has to do with taxation, license fees, and the like. I refer to it as regulation, because it is based on considerations which are somewhat different from those which govern ordinary taxation. It is one thing to provide such public ways for the use of the people of the country in their capacity as individuals, and it is another thing to provide them for business enterprises which will use them to compete as carriers with other necessary transportation agencies which must depend upon their own capital and revenue resources. To what extent, under such circumstances, should special taxation be imposed, in addition to general taxation, to sustain the burden of these public ways, and to what extent is such special taxation already imposed?

You must not assume from the statement of this question that I have jumped at conclusions as to its answer. What we are after is the facts, to whatever conclusions they may lead. I am not even sure that all the facts are yet capable of ascertainment.

The fourth and final type of public regulation which I shall discuss is the type which is embodied in the Interstate Commerce Act, so far as the railroads are concerned. Its primary purpose is to protest the using public, directly or indirectly. Regulation of rates is the keystone.

Today, due to the rapidly increasing competition from unregulated forms of transportation, confusion and instability are permeating the rate structure of the country.

For some time the railroads were slow to make rates to meet truck competition, but they are speedily overcoming this initial reluctance, and the motor vehicles and the water lines as well are becoming apprehensive. They have filed and are filing vigorous protests. It is an anomaly of the situation that the law gives this opportunity to the water lines and motor vehicles, whereas the railroads have no corresponding opportunity to seek public protection against rate reductions on the part of their competitors. Not only are the water lines and motor vehicle operators apprehensive as to what the railroads are doing, but there are clear indications that many of them are apprehensive as to what is happening in their own ranks. Leaving the railroads wholly out of consideration, the destructive competition and instability which are developing in these other transportation industries are matters of public concern.

I cannot anticipate the conclusions which we may reach, but I shall venture certain observations. I entertain little doubt that whatever transportation regulation the Federal Government undertakes should be administered by a single body and not by several, or at least that any division of responsibility should not

(TURN TO PAGE 50, PLEASE)

"Transportation is in a state of flux. Many important developments will emerge in rates, service and regulation and they will be for the good of the country."

EDITOR'S NOTE

This article covers the essential points of vital interest to the motor truck industry which were part of a lengthy address by Mr. Eastman to the delegates attending the Interstate Bus & Truck Conference. The doings of the conference are reported on following pages.

17 States Fail to Agree on a Uniform Size and Weight Code

OFFICIAL representatives of 17 northeastern states and the District of Columbia met in Harrisburg, Pa., Oct. 20 and 21, to frame a uniform code of motor vehicle size and weight limits and failed in this very important purpose.

The net result of this widely-heralded Interstate Bus and Truck Conference was incorporated in a resolution of somewhat contradictory implications. This resolution, unanimously approved, excused the failure of the conference by decreeing that 17 states could not come to any agreement on truck and bus sizes and weights because "sentiment and research have not been sufficiently developed."

But then it turned around and resolved that the purposes of the conference should be perpetuated in conferences of smaller groups of states. It left one to assume either that the obstacles to agreement—"sentiment and research"—would not confront the smaller groups or that they had means at their disposal to develop both sentiment and research which the 17 states did not.

One can assume, therefore—although probably not without offending some hyper-sensitive individuals—that the resolution was a palpable excuse for graceful dispersal.

A brilliant attempt to forestall so mousey an outcome for labors which had been expected to be of mountainous proportions was made by the chairman of the conference, Henry W. Toll, executive director of the American Legislators' Association which sponsored the conference at the request of the Pennsylvania State Legislature. The resolution in question recommended "to the various State Legislatures that arrangements be made for properly constituted and authorized delegates to be appointed to conferences of smaller groups of states under the direction of the American Legislators' Association."

Chairman Toll took the position that delegates already assembled were "properly constituted and authorized; had assembled at taxpayers' expense at a time when economy and speed of action are important considerations, and that therefore the thing to do was to act not six months or three months hence—but now."

So as Executive Director of the American Legislators' Association he assumed the power of direction vested in the association by the resolution. He forthwith divided the 17 states and the District of Columbia into smaller groups and gave them a 45-minute recess in which to get together and arrive at uniform code recommendations.

This commendable procedure simply delayed adjournment. The smaller groups met and their decisions merely upheld the resolution. The New England groups, comprising Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut, asked the American Legislators' Association to call a regional meeting at an early date of duly appointed officials empowered to make agreements as to dimensions and weights of motor vehicles, and report back to their legislatures.

New York, Pennsylvania, New Jersey and Delaware took similar action. Virginia, West Virginia, Maryland and the District of Columbia decided that they could work things out without a conference. The middle western group, consisting of Ohio, Indiana, Illinois and Michigan, requested that the first Legislature in session in the region call a regional conference and invite the attendance of Kentucky, Wisconsin and West Virginia.

The American Legislators' Association was delegated to preside and manage these several meetings and to be the coordinating agency between the regional groups.

The true reasons for the failure of the Interstate Conference, if one wishes to seek them, are to be found elsewhere than in the words of the resolution that "sentiment and research have not been sufficiently developed."

The sentiment in favor of a uniform code of sizes and weights needs no development. It is acknowledged by operators, by legislators, by state vehicle administrators and by the nation's press.

Nor was the conference lacking in the results of truly exhaustive research. It had available the finds of 14 years of research by the U. S. Bureau of Public Roads and the results of careful deliberation and of experience on the part of the American Association of State Highway Officials, the latter in the form of a recommended uniform code. That this recommended code had a background which made it most authoritative was clearly stated by H. S. Fairbanks, representing Thomas H. MacDonald, chief of the U. S. Bureau of Public Roads.

"We stand four-square behind the state highway officials' code," he said. "Ten years of negotiation and discussion, and many more years of experience, have preceded the drafting of these proposed regulations. We are wholeheartedly for them."

The Bureau and the Association of

Briefly

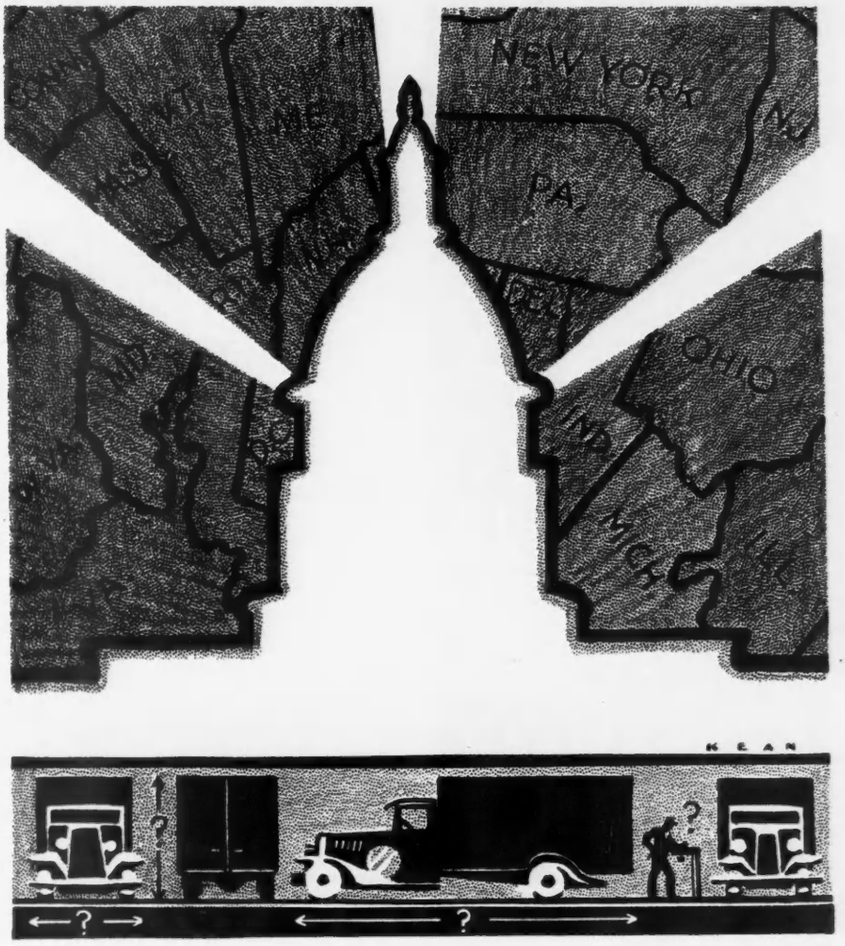
THE Interstate Bus and Truck Conference to frame a uniform code of size and weight limits was attended by representatives of 17 states and the District of Columbia.

It was expected that the uniform code recommended by the American Association of State Highway Officials would be the basis of definite and immediate action.

Many of the delegates, however, were not empowered to make agreements for their states. So the conference adjourned, resolving that code conferences be held of smaller, regional groups of states.

This article not only gives an account of what happened but endeavors to analyze the reasons for the failure of the conference to accomplish its heralded purpose.

By
GEORGE T. HOOK
Editor
Commercial Car Journal



State Highway Officials were not the only bodies in favor of this code, which included the following provisions: width, 96 in., with 102 in. temporarily permitted if dual tires are substituted for single; height, 12½ ft.; length overall, 35 ft. for a single unit, a tractor-semi-trailer combination being considered one unit; length overall for combination, 45 ft.; weight per axle, 16,000 lb. on high pressure tires, and 18,000 lb. on balloons; gross weight, governed by the formula c (L plus 40) where "L" is the distance in feet between the first and last axles of a vehicle or combination of vehicles and "c" is a coefficient to be determined, with a value of 700 recommended as the lowest which should be imposed.

The other bodies favoring it were the American Automobile Association, the National Automobile Chamber of Commerce and the National Highway Users Conference representing such highway users as members of the National Grange, American Farm Bureau Federation, American Petroleum Industries, National Chain Store Association, American Trucking Associations, Inc., and National Assn. of Bus Operators.

Even with so excellent a basis for intelligent discussion as the state highway officials' code, the failure of the conference was ordained. Failure was inevitable because the majority of the delegates came without a clear conception of the purposes of the conference, without an adequate grasp of the problems involved and, most fatal of all, without power to propose or support code recommendations. The New England group admitted as much when it asked for a regional meeting of "duly appointed officials *empowered to make agreements* as to dimensions and weights of motor vehicles."

So that, lacking the power to act as a deliberative body with a clear-cut purpose in view, the conference became the victim of speech-making. The speeches did nothing more than contribute to the lore of opinion on the subject of truck size and weight regulations. They contributed very little toward realization of the two main purposes of the Interstate Conference. These purposes were set clearly before the delegates in the following words of the official program:

1. What are the desirable regulations for length and weight of buses and trucks? (Five minutes allowed each delegation to state its position. Each delegation is requested to state whether its members favor any existing code.)

2. What machinery will bring about and maintain uniform action of the states? (Five minutes allowed each state delegation for the statement of its recommendations.)

Delegates from only a few states seemed to know what the Conference expected of them. On Question 1 above the New York and New Jersey delegations had specific recommendations, while Illinois declared its restrictions were not far off from the state highway officials' recommended code and that it was in sympathy with that code. The rest of the time devoted to the question was taken up with opinionated speeches.

For the record, the New York recommendations were: Not to increase allowable height beyond 13 ft. and not to decrease it to such an extent that it would hamper truck transportation. Width, 96 in., and 102 in. for change-overs. Length—recommended that 33-ft. length for single vehicle be not reduced, and increased to 35 ft. including bumpers; tractor-semi-trailer to be considered two vehicles. That combination length be 50 ft. for new vehicles, and that old vehicles exceeding this length be given five years of grace. Axle load—urged states carefully to consider reducing axle load maximum below 22,400 lb. That any uniform code agreement should contain a grace period permitting the wearing out of existing equipment.

New Jersey's recommendations were: height, 12½ ft.; width, 96 in. overall; length—33 ft. single vehicle, 45 ft. tractor-semi-trailer, 65 ft. other combinations; axle load, 18,000 lb. on high pressure tires and 20,000 lb. on balloons.

The action taken on Question 2 was even more noticeably lacking in specific suggestions. New York suggested that the machinery should consist of three members from each delegation represented, two of the members to be

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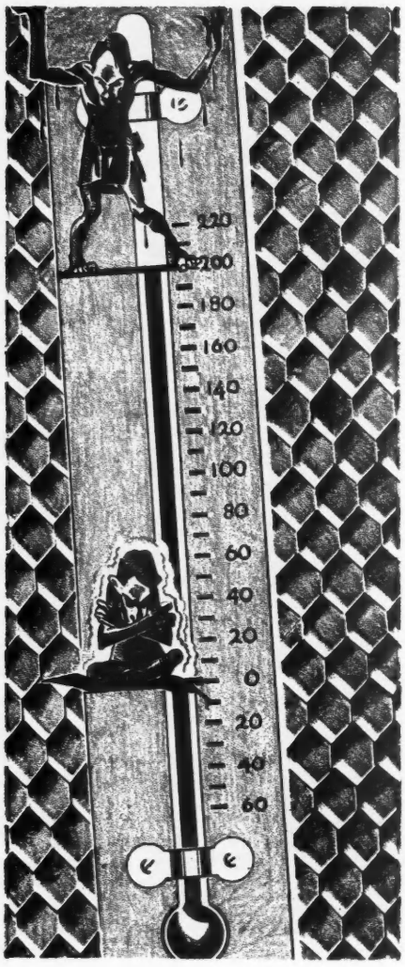


Cooling Temperature Is Controlled by Most Fleet Operators

How Fleet Heads Control Cooling Temperatures

● Eighty per cent of the fleet men taking part in the survey of cooling system maintenance control cooling water temperature.

● Detachable covers received 28 votes, manual shutters 25, thermostats 24, and automatically operated shutters were given 12.

● All of the fleets using glycerine or Prestone control cooling water temperature.

THE advantages resulting from controlling cooling water temperature during cold weather operation of motor vehicles have been pointed out repeatedly and are commonly mentioned in factory instruction books. The recent confidential survey of fleet practice in maintaining cooling systems conducted by COMMERCIAL CAR JOURNAL reveals that approximately 80 per cent of the fleets do control cooling water temperature and that an even one-seventh, 14.3 per cent, definitely do not control cooling water temperatures. The remainer of the fleets did not report on this point.

Factories and lubrication experts make out a strong case in favor of controlling cooling water temperature on two grounds: the first, that of avoiding troubles; and the second, the attaining of positive benefits. As one factory puts it: "In winter it is advisable to use a good cover over the radiator which will keep the engine warm, thereby increasing gasoline mileage and better performance."

Another factory speaking of the harmful results of water in the crankcase and corrosion of internal parts says: "We will have the formation of water in the oil reservoir, in a greater or less degree, until the motor becomes warm. When the motor becomes thoroughly warm, the crankcase will no longer act as a condenser and all of these gases will pass out through the crankcase ventilator system. . . . As long as the gases and the internal walls of the crankcase are hot enough to keep the water from condensing, no harm will result; but when a motor is run at low temperatures, moisture will collect and unite with the gases formed by combustion; thus acid will be formed and is likely to cause serious etching or pitting."

That diluting the crankcase oil with unburned heavy ends of fuel is not conducive to best lubrication has been stated by more than one engineer. That dilution is greater during cold weather, or rather when the engine is cold, is obvious.

Manually controlled shutters and detachable radiator covers are the most popular means of controlling cooling water temperature among the fleets taking part in the survey. There is a bit of duplication because many of the fleets use more than one method, thermostats on some vehicles and manual shutters on others, for example. Detachable covers led with 28 votes, manual shutters were second with 25, closely followed by thermostats with 24, and automatically operated shutters in fourth place with 12 votes. Although there was no provision on the reports for giving reason for using the various methods of control it seems likely that standard equipment supplied by factories influenced practices in at least some of the cases, particularly concerning thermostats.

One fleet which used detachable covers last winter will use automatically operated shutters this year. Two fleets report that they have removed thermostats and a third advised that it was having trouble with thermostats.

Returns in the survey justify the conclusion, tentatively at least, that there is some connection between the type of anti-freeze used and temperature control practice. Which is cause and which effect does not appear. A logical supposition is that fleet managers adopt a program in which means of control and type of anti-freeze are chosen to suit existing operating conditions.

All of the fleets definitely not using any means of controlling cooling water temperature use alcohol as a anti-freeze, except one which used 50 gal. of alcohol and 75 gal. of Prestone last winter. All of the fleets using glycerine or Prestone exclusively control water temperatures as do those using mixtures of alcohol and glycerine.

Most of the fleet managers contributing to the survey conserve anti-freeze

(TURN TO PAGE 14, PLEASE)

Metropolitan Operators View Truck Problems In Frank Light

BY meeting together and swapping ideas and experiences a large number of fleet operators in New York have licked a lot of common problems and they have scheduled many more for the same fate. Those cooperating know why safety committees are needed in large organizations and who should comprise the committee membership. They have agreed that every applicant for a driver's position should be examined physically and decide what information to include in his application. Whether to reward a driver for safety or penalize him for accidents has engaged their attention and they have not overlooked the close tie-up between safety and maintenance.

This group has accomplished these results by simple and effective means available to fleet men generally. There is no elaborate organization and the effort required of participating fleet representatives is kept at a minimum. The group meets once a month at a dinner-meeting starting at 6 P. M. and adjourning on the stroke of 9 P. M. There are no dues, no obligations except to display interest. It is not a chartered association. The identifying name of the group, which is allied with the National Safety Council, is Commercial Vehicle Operators of New York.

Ideas and experiences are swapped by the representatives present by showing hands, as on motions. The secretary counts the upraised hands and the chairman of the meeting announces the results. Everyone takes part at the same time, without interfering with each other. Results of votes are included in the minutes for the information of those not attending and for reference later by those who do attend. For illustration during one of the early meetings a counting of uplifted palms showed that nine fleets have safety committees, seven do not and five have courts of inquiry for accidents. Seven companies pay committee members for time spent in hearings on accidents, six companies rotate membership of committees. Simple, in truth and effective, no doubt.

Starting out in December, 1930, to consider safety the group took up the question of organization, committees, courts, personnel, etc., as well as accident reports and other records. More than one meeting was taken up by this broad subject. The showing of hands on the question of committees, previously mentioned, took place during this series of meetings. Safety committees were discussed in three succeeding meetings.

During these meetings it was found that 12 companies were using insurance company forms for driver's report of accidents to the management and that eight companies were using their own forms. A sub-committee which investigated this detail recommended the use of two forms; one form giving information needed by the fleet owner and the insurance company and another form giving facts required by the police.

Twelve companies having safety committees organized reported on membership of the committees, six companies include drivers on the committees, the remainder confine committee membership to management. Nine safety committees meet periodically, two of them weekly and the balance more frequently than once a month. All the committees meet on company time. In 11 cases the chairman of the committee is selected by the management, in one by the committee. Five of the safety committees' decisions are final, seven of them recommend action to a higher authority.

Reports of accidents were discussed in greater detail in a later meeting. Ten companies indicated that they used a preliminary report and seven advised that they did not. Consensus of opinion was against publishing individual accident reports by a vote of 9 right hands to 16 right hands.

Qualifications of drivers loom large

Here Are Some Problems The Fleet Men Solved

- **How to reduce accidents by establishing safety committees. How to set up a safety committee.**
- **Should a driver be rewarded for safety or punished for accidents? At what speed should trucks be governed for operation in congested areas?**
- **Should the management or the driver decide when to use chains? The question of fleet vs. outside service. Care of tires.**

in any discussion of safety and this subject engaged the attention of one meeting. Those present generally agreed that road tests are advisable as a preliminary to selecting drivers. Eighteen companies require physical examinations for all drivers, 21 require eye tests, 15 check hearing, 11 demand blood pressure tests, seven ask for reports on heart without blood pressure test and nine call for recurring physical tests. Only three do not require physical examination.

Twenty-two fleets give driving tests, nine of them annual driving tests and 15 give them at various intervals. Thirteen of the fleets have inspectors on the road at all times.

• *Keep Accident Cards*

Individual accidents record cards, one for each driver, are kept by 22 companies, three keep this information on the individual's personnel history card and only one fleet, in the group attending this meeting, fails to keep an individual accident record.

Classifying accidents involves a large number of items and in this case a questionnaire was sent to participating fleets. Reports were asked on 37 items as being of primary importance, secondary importance or not essential. Opinion favored classifying accidents as to pedestrians and to other motor vehicles, personal injury and property damage, type and cause, responsibility of fleet owner or of others. How to include physical condition of driver on the report brought out a diversity of opinion, some voted to list it under causes, others put it as of primary importance by itself.

Under the heading of "Bonuses for Drivers" the show of hands at another meeting tallied five companies making cash awards for safe driving and low maintenance cost, one making an award for general good performance including safe driving and five presenting certificates or medals. On the other side of the record it appeared that 10 fleets penalize a driver for an accident by suspending him without pay or compelling him to pay for damage.

Maintenance stepped right up to the platform in one meeting under the title of "The Relationship Between Safety and the Maintenance and Mechanical Repairs of Vehicles." Out of which arose the question of fleet vs. outside service which, as readers of COMMERCIAL CAR JOURNAL know full well, has been discussed before by others. The elevated hands were counted showing that 18 companies maintain shops for complete repairs including overhauling and three make minor repairs only. The same score resulted on count of hands on periodic inspection, 18 inspect periodically, three do not. Fifteen companies require drivers to report condition of vehicles every day, three do not. One company socks a fine of 25 cents on a driver who fails to report condition of his vehicle. Two companies allow drivers to make minor repairs on the road. The subject was carried over until the next meeting.

A resume of opinions expressed at the previous meeting and those at the second meeting showed that one company with 25 trucks is sending all work out and that three do all work in their own shops except painting. Opinions favored periodical inspection of vehicles, requiring drivers to report mechanical condition of vehicles (28 for, none against), driver's reports on itemized cards, penalties for failure to report defects, permanent record of these reports.

The vote against allowing drivers to make repairs on the road was, in this case, unanimous, two companies going to the extent of prohibiting drivers from changing tires.

Brakes came in for their due share of attention. The general opinion was that hand and foot brakes should be adjusted to equal efficiency. Brake testing equipment had no opponents. It was agreed that no limit should be placed upon the driver's right to refuse to drive a vehicle which he believes to be faulty.

Seventeen companies represented at one meeting use governors on trucks and six companies use them on passenger cars. Twelve companies install governors as a safety measure, one for maintenance reduction. The vote on those who install governors for safety and maintenance was 18. One company governs trucks at 15 m.p.h., three at 20 m.p.h. and four between 20 and 25 m.p.h. The management dictates use of chains in five fleets and drivers use their own judgment about putting on chains in the remaining fleets cooperating in this meeting.

Although the raised hand votes are features of all meetings let no one suppose that the whole meeting is taken up with this silent form of voting. On the contrary, brief talks by competent speakers are included in almost all meetings. Following the talk there is informal discussion and the hand raising exchange of ideas and experiences ensues quite naturally.

• *Many Safety Ideas*

The general subject of safety, running through most of the meetings, covers a multitude of different ideas. This was shown by the talk by Frank B. Smyth, superintendent of maintenance, General Baking Co., under the title, "Cooperation Between the Safety and Automotive Purchasing Departments—to Promote Standard Safety Equipment." He told of closing left doors of delivery jobs to prevent the operator from leaving the vehicle on the left side, into the traffic, eliminating rear bumpers prized by small boys sneaking rides, and related many other instances of cooperation between safety and fleet departments.

Governors were brought up during the discussion and there was a general exchange of ideas about the best speed at which to govern.

That the Commercial Vehicle Operators devoted one meeting to tires is known to readers of COMMERCIAL CAR JOURNAL. The article by J. W. Shields, "Take These Tips From an Expert and Deflate Tire Costs," which appeared in the August issue, was delivered by proxy before a meeting of the Commercial Vehicle Operators. Readers will remember the show of hands vote given in a footnote showing that "most of the operators favored semi-weekly or weekly tests of pressure."

Obviously any subject of interest to a group of fleet men can be discussed after the manner of this New York group to the benefit of all concerned. Fleet men attending the meetings speaking informally to the writer have expressed approval of the plan of short meetings, starting and ending on time; the fact that all present take part without being called upon to speak unless they wish; that there are no binding obligations and no commercialism. An average attendance of more than 42 persons per meeting for more than two years shows that the interest must be and is abiding.

Anyone interested in developing an organization similar to the Commercial Vehicle Operators of New York can procure guidance from Julien H. Harvey, National Safety Council, 9 East 41st St., New York.

●

Cooling Temperature is Controlled by Most Fleets

(CONTINUED FROM PAGE 12)

solution in some manner; in fact only four of them reported that they did nothing to accomplish this desirable end. Keeping the water level low leads all other methods, so much that it is not a contest. Fifty-nine managers favor this plan, one uses auxiliary tanks and three tinker with the overflow pipe. Of the three one extends the pipe upward near the radiator cap, one seals the pipe and the third squeezes the pipe about half shut. One manager saves anti-freeze by "keeping the engine in perfect condition."

● This article deals with a fleet of Ford trucks which is operated on the unique principle that the worth of salvaged parts is twice the trade-in allowance—so why trade the truck?

● Besides explaining this plan of getting the most out of a used truck, Mr. Fitzell takes advantage of the opportunity to discuss other phases of fleet maintenance and to sketch the sort of light delivery truck which he considers to be one of the "crying needs of fleet operation."

"We Junk the Old Trucks and Save Good Parts For Fleet Repairs"

By Grant R. Fitzell
Assistant Manager
Ideal Laundry Co., Denver

WE have never traded-in or sold a single one of our worn-out delivery trucks, and that's one of the principal reasons why the operating costs on our fleet of 27 units are held down to less than 5 cents per mile.

Instead of selling or trading in old trucks for a pittance, we junk them and use the good parts to repair other trucks. We get at least twice as much for worn-out trucks by junking them as would be possible in any other way. The maximum that any truck would bring after we are through with it is $30. We get at least $60 worth of parts out of such a unit.

We have our own mechanic, who is not kept busy on other work all the time, so that there is virtually no cost involved in dismantling the old machines. And in a majority of cases, the parts he reclaims are practically as good as new after a little bit of salvaging work. Furthermore, the plan is advantageous from the standpoint of saving time and trouble. We always have on hand a stock of reclaimed parts that can be put in at a minute's notice.

Of course this plan is based on the fact that we believe in keeping a truck in service until it is really worn out. Contrary to the opinions of some fleet operators, we have found this an economical practice. This contention is backed up by the fact that we still have one Model T Ford of 1917 vintage in the fleet, and it is still in fairly good running order. We have a number of '20 models, and costs of operation on them aren't a great deal heavier than on much more recent models. We average a full 150,000 miles on a delivery unit.

The long life of our trucks is probably traceable in a good measure to the kind of work they handle. Laundry loads are light, and all the driving is done in town. For this reason, the parts that wear out most frequently can be replaced at a cost within reason. This is particularly true with us because we get most of our parts from old units. Whether we will continue this policy with later trucks will have to be determined by their life and potential trade-in value, but we have certainly found it a worth-while one with T's.

These policies determine our theory of truck replacement. We buy one or two new trucks at a time rather than a complete fleet at once. "But," you say, "doesn't the obsolete appearance of your fleet mean a great enough loss in advertising value to cut down appreciably the amount you save on using old trucks?" It would if we had nothing but "ancient" trucks, but that isn't the case. The units handling the routes where appearance counts most are late models. Our observation is this: one fine appearing new truck will be noticed more than a half-dozen old ones, and hence the public gets the impression that you have a completely modern fleet.

We have six Model A units, two AA's, four B's and 15 T's. Only 23 of these are in regular use, the other four being kept on hand for special deliveries and emergency work.

I feel that one of the crying needs of fleet operation today is a light delivery truck such as is required in the laundry business, with modern lines and transmission but having a considerably lower horsepower—something around that of the Model T Ford. I know that we would jump at the chance to buy a truck which would actually produce 25 miles to the gallon at a maintenance cost in the neighborhood of that on T's. As I see it, modern trucks have too much power for light hauling, not only from the standpoint of gas consumption but also from the standpoint of general efficiency.

We have governors on all of our Model A units, and they are unquestionably desirable if not absolutely

(Turn to page 32, please)

Trucks overcame every hazard

TRUCKS PLAY A LEADING ROLE IN BOULDER DAM DRAMA

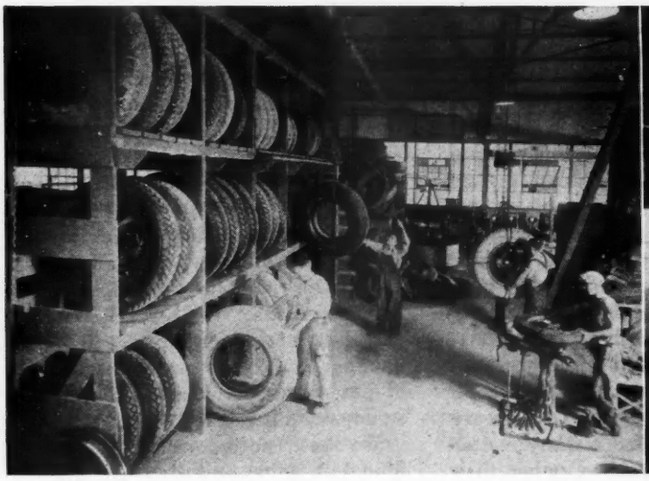
•

Prove themselves miracle of transportation by helping speed work one year ahead of schedule. Investment in 200 trucks placed at nearly a million dollars. Total mileage for 2 years of terrific grind estimated at two millions

•

EVERY single thing in any way connected with Boulder Dam is of such colossal size that one quickly becomes confused by the enormity of any figures quoted regarding it. The newcomer, on arrival at the top of the rim of Black Canyon where operations are centered, is awed by the great heights, depths, and widths of the topography spread out before him, as well as by the size of almost every item of equipment and the quantities of this and that involved in this tremendous project. Very soon he is bewildered in his efforts to recall or quote any figures previously told him, not certain whether it was hundreds of thousands of acre feet, millions of cubic yards, or billions or trillions of something else. Yet, quite as suddenly and without any conscious knowledge of the transition, he is taking a most matter-of-fact cognizance of operations which, had they been described to him but a few hours previously, would have seemed impractical as well as impossible; taking for granted the feasibility of accomplishments so gigantic in proportions that the human mind can hardly conceive of them; so smoothly does everything progress in this hotbed of human and mechanical activity. For, unquestionably, Boulder Dam is one of the largest, greatest, and most remarkable ever attempted.

The part that modern motor trucks are taking in this work is a most important one. Although he has no data either to confirm or deny it, this writer boldly affirms that without motor truck equipment of such high effici-



Interior of tire shop in Six Companies Inc. Garage in Boulder City, Nev.

Interior view of the Six Companies Inc. Garage and automotive repair department

Black Canyon—showing excavation in the pre-historic bed of the Colorado River

ency as we have today, the project would have been an impossible task. If possible of accomplishment at all, the work at least would have required many years additional time. After all, Boulder Dam is an $165,000,000 construction job, the largest contract ever let by the Federal Government up to that time.

The work is more than a year ahead of the original schedule now, and the speed at which it has progressed is a magnificent tribute to human ingenuity and skill, modern science and invention, and the miraculous performance of mechanical equipment. The modern truck commands a very large share of the credit for this achievement.

Visualize, if you please, the working, handling and moving of millions of cubic yards of earth and rock, (the estimated total of all excavations is said to be in excess of 60 million cubic yards); and well over fifty thousand tons of steel, conduits, pipe and other materials; such, for example, as nearly four million cubic yards of open-cut, tunnel and shaft excavations; four and one-half million cubic yards of concrete; over 30 million pounds of metal conduits; 20 million pounds of gates and valves; 18 million pounds of structural steel; and about 35 million pounds of reinforcing steel; and you will have a very good picture of the task that faced these intrepid engineers and builders.

Hauling of the required materials for this gigantic construction job, to the rim of Black Canyon from Las Vegas, 30 odd miles of rough country without even crude wagon roads before this work began, and thence a thousand feet down sheer cliffs into the canyon bed; the removal of earth, rock and debris from the canyon bed, tunnels and shafts; transportation of workmen by the thousands to and from various locations on the project; in temperatures ranging from around zero in winter to 120° or more in the shade (where there is no shade) during the hot summer months; all necessitated thousands of horsepower of such individual capacities, speed, flexibility, maneuverability and stamina as only the most modern iron horses possess.

The investment in trucks alone is authoritatively said to be just a few thousand short of a round million dollars, representing more than 200 individual vehicles. (More than 300 automotive vehicles of all types are regularly employed on the project.) The list of trucks includes time-honored names. The trucks are equipped with various types of bodies, including flat-bed, transport, standard, pick-up, and dump, ranging up to 16 cubic yards in capacity. Other vehicles include the standard passenger models for officials and executives, hospital ambulances of the very latest types, and buses for the transportation of groups of workmen which greatly remind one of the "rubber-neck" wagons of the metropolitan cities.

The trucks are used in practically all phases of the work, such as road-building; excavating; tunneling; hauling earth, rock and debris, construction materials, equipment and supplies; and for the transportation of workmen. Many have various types of equipment permanently mounted upon them, such as drilling jumbos, pumps, hoists, pressure grouting pumps, cranes and concrete mixers. These are dispatched to various points as needed, at nearly taxi speeds. It is quite common indeed to see one of the largest of these vehicles, mounted with some type of the aforementioned equipment, picked up bodily by one of the immense cableways and shot from one side of the canyon to the other, or set down in the river bed or upon one of the narrow ledges almost a thousand feet up the steep canyon walls, with uncanny precision and incredible speed. There are seven of these permanent cableways spanning the canyon at the base of operations, two of which are the largest ever built in capacity (150 tons), and in length, operating more than half a mile.

Mechanical operation and maintenance of the dump trucks are under the supervision of the transportation department, which also has jurisdiction over the drivers, mechanics and other truck personnel; while the actual use of the trucks is under the direction of the excavating department. Individual vehicles or entire fleets, including the operating personnel, are requisitioned from one department by the other much as if being rented or contracted. Any problems or difficulties encountered which involve either department separately are handled by that depart-

ment; those involving both departments are fought out by the superintendents of these departments; and some notable battles have been recorded. Trucks of different types used for other purposes are handled in much the same manner.

Shops equipped with modern machines and tools, and manned by expert automotive mechanics, are maintained in order to keep the trucks moving at top speed with highest efficiency. Every vehicle in the entire fleet is kept in first class condition at all times. Each one is numbered, and a detailed record of its operation and maintenance is faithfully kept. Most of the servicing and repair work are done in shops located at both ends of the canyon. At this writing an immense repair station is located on the upper cofferdam, where long lines of these big moguls are stationed and facilities are complete for servicing, repairing and practically rebuilding large numbers of the vehicles every day.

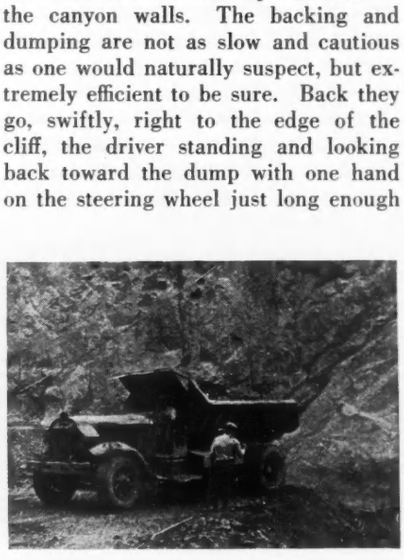
• *Brutal 24-Hour Service*

How they worked these trucks during the first 18 months is a record that will go down in automotive history. Every vehicle moved at top speed every minute of the 24 hours, especially during the peak of the excavating and tunneling operations. Up hill and down, and on the level, they were pushed to the limit over a network of roads winding through the canyon bed, up and down the canyon walls, around North Portal, through Boulder City and on to Las Veges 30 miles from the dam, stopping only for service and repairs. What a roaring, thundering herd of iron horses they were. From the upper rim of the canyon they resembled long lines of gigantic beetles, pushing on the tail of one another at full speed, throbbing with energy and power of which there seemed to be no limit. The manner in which the work sped along is astounding. In just two years of actual operations the entire project is more than a year ahead of the original estimate of procedure. Mass concrete construction of the dam was first scheduled to start in December, 1934. Pouring of this concrete actually started around June 1, 1933, approximately 18 months ahead. All other operations are similarly in advance of early estimates.

A large part of the original work. of course, consisted of excavating for and building road beds. Trucks, big ones were required to get equipment and men over broken ground and up impossible grades before the roads were built. But the equipment had to be moved, much of it all the way to the site of the dam, roads or no roads. And they did it. They not only accomplished these herculean tasks; they accomplished them in record-breaking time, due in no small measure to these modern iron horses.

The dump trucks doubtless are the most interesting vehicles on the project. The big ones are the largest single automotive units this writer ever has seen. They are equipped with special designed bodies built of heavy beams and sheet steel, designed by engineers of The Six Companies, Inc., especially for hauling extra large quantities of earth, rock and debris, and have load capacities ranging from 6 to 16 cubic yards. For the edification of those not accustomed to reckoning in cubic yards, may we point out that, using set cement as an example, which weighs from 170 to 190 pounds per cubic foot, the body capacities of the largest of these trucks would range up to as high as 40 tons.

The drivers are veritable artists at operating and maneuvering these immense vehicles. They come roaring on to the dump site at top speed, swing around in a wide circle without perceptibly slowing up, wham goes the shifting mechanism, and with a thundering roar they are backing up to the cliff almost before they come to a full stop forward. Inevitably they are in a direct line with the edge of the dumping point, which oftentimes is a sheer cliff hundreds of feet up the side of the canyon walls. The backing and dumping are not as slow and cautious as one would naturally suspect, but extremely efficient to be sure. Back they go, swiftly, right to the edge of the cliff, the driver standing and looking back toward the dump with one hand on the steering wheel just long enough



Driver, truck and signalman at dump

to make certain that his direction line is correct. Then he slips back into the seat and watches the dump attendant for further instructions. As the attendants hand drops downward, indicating that the rear wheels of the vehicle have reached the designated spot, (the word is used with due consideration), the driver throws on the air brakes and starts the dumping mechanism almost simultaneously. The body tilts swiftly as the vehicle comes to an abrupt, harsh stop, the material is dumped, and the truck moves speedily away amid a deafening roar of the motor. All is done so quickly that it is not at all easy to visualize each separate operation.

Truck drivers on the Boulder project undoubtedly represent as fine a group as can be assembled together anywhere on earth. Most of them are between 25 and 35 years of age. The rate of pay ranges from 50 to 75 cents an hour. They acquire their expertness through rigid trial and training that leaves no doubt whatever of their ability. Discipline is very strict, both during the training period and when regularly assigned to driving service. It has to be. Any mistake in this class of service is a serious one. Extreme care is exercised in the selection of new drivers and a man really has to be good to get a truck—and keep his wits about him at all times in order to hold it. The small labor turnover in truck personnel is a tribute to the selection of men,

• *Tires Are Not Rebuilt*

Both pneumatic and solid rubber tires are used on the automotive equipment, depending on the character of service involved. Boulder Dam long has been recognized as the White Hell For Tires, due to the size of the equipment, loads carried, road conditions, heat, and other service conditions and requirements. It is stated that each tire, like the motor vehicle on which it is used, is numbered and individual records kept of its service, performance, mileage and repairs. A complete tire shop, fully equipped with the most modern machines and tools, is maintained to keep all equipment rolling. Damaged tires are repaired as required, and used until worn out, but are not rebuilt; indicating that the company does not consider this method of obtaining mileage very profitable, or desirable.

The mileage traveled by the automotive equipment runs into high figures also. One who is recognized as an authority on the subject estimates that the entire truck fleet has traveled more than a million miles to date. This writer's guess is nearer two millions. The work has been going on for two years now, day and night, and at top speed. Two million miles would only be about 25 miles per day of 24 hours for 200 vehicles operating but 60 per cent of the time, or 87,600 truck days.

And the motor truck has stood up under this terrific grind like the thoroughbred it is—truly the modern iron horse of an ultra modern age.

The Indiana multi-drive model uses double-reduction full-floating Wisconsin axles front and rear. A 94 hp. engine and 109 to 1 gearing drive it.

THE EAR-TO-THE-GROUND DEPARTMENT

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Sh-h-h! Come Closer

HOW would you like to have available a fuel costing 3½ cents per gallon which could be used in present gasoline engines with very slight changes, and which would give a 25 per cent increase in mileage per gallon over gasoline?

Not a Pipe Dream

This isn't a truck operator's pipe dream. Our West Coast sleuth reports that it is an actuality and that the few fleet operators out on the Pacific Slope who have been experimenting with this veritable heaven's gift to the harassed trucking industry are highly enthusiastic about it.

A Two-Fold Blessing

In fact, in the experiments now going on this remarkable fuel is conferring a two-fold blessing: it is first of all furnishing cheap refrigeration for truck bodies and then, after serving this important purpose, instead of passing out into the atmosphere as waste it is passed through a special type of carburetor and converted into automotive power.

Put Out by Shell

This incredibly efficient fuel, to relieve you from further suspense, is known as butane gas. It was put on the market originally as a refrigerant by the Shell Oil Co. That was two years ago and it was mentioned then in this publication in April, 1932, issue. (If you have this issue on file and want to look it up, see pages 17 and 52.) It was recognized then that butane possessed powerizing properties.

Special Carburetor

However, its efficient use as an engine fuel was not satisfactorily realized until a special carburetor was developed by the Ensign Carburetor Co. (Address on request.) We are not familiar with the design details but we are told that it embodies a very simple arrangement of valves.

Truck Maker Cooperates

The experiments on the West Coast have the active cooperation of one of our largest truck manufacturing companies. This company took its own gasoline engines and made the changes necessary to get the full benefit of butane.

Compression 6 to 1

The chief change necessary was to effect an increase in the compression ratio, making it 6 to 1. The head, pistons and valves underwent a change. Nothing was done that might be considered a major operation. The engine remains, in principle and in fact, a gasoline type.

No Adverse Comment

So far the experiments have been highly satisfactory in every respect. Questionings by our sleuth about the effect on maintenance and power-developing characteristics produced no adverse comment. And the butane gas is giving a 25 per cent increase in mileage per gallon.

Fuel Distribution Affected

We are informed that practically every major refinery has known of the possibilities of butane gas. We assume that development work has progressed cautiously for many obvious reasons. One of these, which may not readily occur to you, is that the present method of dispensing fuel by means of pumps would be made obsolete.

Comes in Containers

Butane would have to be distributed in containers, specially constructed and doubtless refillable. It cannot be stored in tanks as is gasoline. This, as we foresee it in our present speculative mood, would not do away with the present gasoline service stations but would merely result in changing the method of performing their prime function of distributing fuel. And, of course, the storage facilities would have to be shifted from underground to the surface unless the refiners found it profitable to convert their present storage tanks into storage cellars.

Fuel Tank Obsolete

It would also do away with the fuel tank on vehicles as we now know it. With butane the refillable container would be the tank and provision would have to be made only for its storage on the vehicle. Thus "gassing up" would consist of replacing the empty container with a full one.

Effect on Diesels

Our speculative mood also extends to the possible effect of this new automotive fuel on diesel engine development. Bearing in mind the low cost per gallon and the statements that it can be used in the present types of gasoline engines with an increase in fuel efficiency, butane unquestionably represents a menace to diesel development. It is impossible to entertain a contrary opinion since apparently the new fuel possesses the ability to account for practically all the virtues now attributed to the gasoline and diesel types of engines.

An Air-Conditioner

And while we're speculating perhaps we shouldn't overlook the fact that since butane is a refrigerant in addition to being a fuel, it may be possible through proper control of its coolant property to render truck cabs and closed passenger cars more comfortable by means of air-conditioning.

The G. M. T. Camel-Back

Although public announcement has not yet been made we have some details of the General Motors Truck engine-under-the-seat job mentioned here in September as on the way up. Here they are: the entire engine is front-removable on rollers, a complete change of power plants being possible in 15 minutes; valves can be ground and carbon cleaned by removing the top of the engine from inside the cab; a wheelbase as low as 96 in. will be available; the front-end design is the work of the artistic man who was responsible for the appearance of those smart tractors you saw pulling passenger trailers at the Chicago Fair.

A Tip Materializes

Back in July this department tipped you off that a prominent manufacturer of trucks would make a very interesting announcement in September. There was a slight delay, for which you can't blame us, but you'll find the announcement on pages 34 and 35 of this issue. The manufacturer is the White Co.

Two Ford 8's Coming

Ford, says our Rumor Bureau, will have two V-8's at N. Y. show time. Present 8 will be revised and sell at same price. A smaller 8 will be priced to compete with Chevvy's standard.

A Sterling Camel

Sterling is preparing to announce a camel-back job. On the experimental jobs it was reported that an unusual feature contributing to greater accessibility of the engine was an arrangement whereby the cab could be tilted out of the way.—G.T.H.

REVISED TRUCKING CODE PERMITS RATE CONTROL BY THE INDUSTRY

WHILE the motor truck retailing code conferences developed no agreement during the last 30 days, the trucking code underwent a rather thorough revision, the final one before the official N.R.A. hearing scheduled for Nov. 16. The hearing will begin at 10 a. m. in the Commerce Building, Washington, D. C., and continue until completed.

The vital parts of the Trucking Industry Code, submitted by the American Trucking Associations, Inc., which claims to represent 52 per cent of the industry, are published below.

Meanwhile an important official ruling by F. W. A. Vesper, chairman of the National Control Committee of the motor vehicle retailing trade, declared that fleet discounts on cars and commercial vehicles up to ¾-ton capacity were out. His interpretation of the code was as follows:

"It will be considered a violation for any retail dealer to sell new cars at a discount except as provided under code rules for clean up of models being discontinued. It will be considered a violation if any retail dealer is a party to a fleet transaction whereby he takes in the used cars offered in trade or assists in the delivery of the new cars at a discount which in any manner reduces the amount of his regular dealer's retail discount as applied to individual retail transactions."

This ruling, if approved by N.R.A., creates a perplexing problem because factory opinions generally are that fleet owners are entitled to discounts. However, they hesitate to adopt the policy of direct shipment from factory to fleet operator because that practice would involve valuation of trade-in and disposal. The question of who would be responsible for service also would have to be answered.

It is understood that clauses permitting fleet discounts on trucks above ¾-ton capacity and on parts for same will be included in the code of trade practices which are being formulated by truck manufacturers.

Code Developments

HEARINGS on the Trucking Industry Code will begin Nov. 16 in Washington.

- **The revised Trucking Code takes in all truck owners with certain exceptions, provides a 48-hour week, permits rate control and establishes a sliding scale of minimum wages ranging from 20 cents to 50 cents an hour.**
- **A ruling made under the Motor Vehicle Retailing Code forbids dealers to give discounts to fleet operators.**
- **The Truck Retailing Code when submitted is expected to permit fleet discounts on trucks above ¾-ton capacity and on parts.**

The Trucking Code

SCOPE

THE Code takes in all truck owners, except to the extent that they may be covered by other codes, engaged in transportation of property over publicly used roadways. It excludes the farmer who transports his own property, produce or supplies.

ADMINISTRATION

ADMINISTRATION of the Code shall be by a National Code Authority set up to cooperate with the Administrator of the National Industrial Recovery Act.

The National Code Authority shall consist of seven members selected by the members of the Regional Code Authorities.

The National Code authority shall divide the nation into appropriate regions, each containing two or more states, and divide these regions into divisions. For each region there shall be a Regional Code Authority consisting of not more than seven members who shall be elected by the Divisional Code Authorities—each Divisional Code Authority having four members or such other number as the Administrator may approve. The Divisional Code Authority shall be elected within 60 days after the effective date of the Code by the members of the Industry in each division who have registered within 30 days after the effective date of the Code.

In addition the National, Regional and Divisional Code Authorities may each contain three representatives appointed by the Administrator to serve without cost to the Industry. They shall be without vote.

The National Code Authority shall have powers and duties which it may exercise through the Regional or Divisional Code Authorities. It shall adopt by-laws and rules and regulations for its procedure; receive complaints of Code violations, make investigations, provide hearings and adjust the complaints; obtain from members of the industry periodical reports for use by the National Code Authority and the Administrator in the administration and enforcement of the Code and for the information of the President of the United States, and to give assistance to members of the Industry in improving methods. All individual reports shall be kept confidential and only general summaries may be published.

It shall recommend to the Administrator within 90 days after approval of the Code a uniform system of accounting which upon approval shall be used in furnishing the reports by members of the Industry.

HOURS

NO employee shall be permitted to work in excess of 48 hr. per week averaged over six weeks.

This does not apply to employees engaged in a managerial, supervisory or executive capacity who receive $35 per week or more in the North and $30 or more in the South, outside salesmen, solicitors, station managers and watchmen. Drivers specifically are excluded from this group.

Maximum hours shall not apply when seasonal, emergency or other special demands, including the moving of crops and other perishable products make necessary an adjustment of such maximum hours. In such cases the appropriate Code Authority may prescribe the number of hours necessary and permit their application.

No employee shall work in excess of 16 consecutive hours in any one 24-hr. period. After 16 hr. on duty he must be given at least 10 consecutive hours off duty. The aggregate number of hours in any 24-hr. period shall not exceed 16, in which case the off-duty period must be at least 8 consecutive hours.

Drivers or helpers operating on scheduled hauls over fixed routes, compensated on a mileage, trip or daily basis, as distinguished from an hourly basis, shall be deemed to have worked only as many hours as the scheduled haul should reasonably take.

All time spent by any employee on or in any vehicle shall be considered time

worked, unless he is a relief employee off duty on a vehicle equipped with a sleeping compartment of a design approved by the National Code Authority.

WAGES

IN the North no employee engaged in driving a vehicle or as a mechanic shall be paid less than (a) 50 cents an hour in cities of 2,000,000 population or over or in the immediate trade area thereof, (b) 45 cents in cities of 2,000,000 to 200,000, etc., (c) 40 cents in cities of 200,000 to 2500, etc., and (d) 35 cents in towns or places under 2500.

In the South the minimum wage in each of the above classes shall be 10 cents lower. A population of 1,000,000 is substituted for the 2,000,000 above.

No office employee shall be paid less than (a) $15 per week in any city over 500,000 population or in the immediate trade area thereof, (b) $14.50 in cities between 500,000 and 250,000, etc., and (c) $14 in cities or places under 250,000, etc.

No other employee shall be paid less than 35 cents per hour, except in the South where 25 cents is applicable to cities of over 2500 and 20 cents to towns and places under 2500.

The point of origin of the principal freight movement shall determine the application of provisions based on population.

The minimum rates of pay shall apply regardless of whether an employee is actually compensated on a time-rate, piece-work, mileage or other basis.

In no case shall an employee's hourly rate be reduced if his hours of labor have not been reduced by this Code.

No employee whose normal full-time weekly hours for the week ending June 17, 1933, are reduced by less than 15 per cent shall have his full-time weekly earnings reduced. If the weekly hours are reduced by 50 per cent or more, earnings shall not be reduced by more than 25 per cent, if the hourly reduction is in excess of 15 per cent, earnings shall be adjusted proportionately.

The above shall not apply in territories where there is competition with any form of property transportation outside the Industry which shall have in effect reductions or alterations in tariffs "to meet truck competition" so long as such a condition exists.

Apprentices shall be paid not less than 80 per cent of the minimum wage applying to their occupation. Their apprenticeship may not exceed eight weeks and their number not more than 5 per cent of the total number of employees.

GENERAL PROVISIONS

PERSONS under 16 shall not be employed. The limit is 18 for occupations that are hazardous or dangerous to health.

Employees shall have the right to organize and bargain collectively.

REGISTRATION

EVERY member of the Industry shall within 30 days after approval of the Code, or within 10 days after becoming a member of the Industry, register. Details of registration shall be prescribed by the National Code Authority. A registration certificate and insignia will be issued. Failure to register within 45 days after approval will be a Code violation.

RATES AND TARIFFS

WITHIN 45 days after approval of the Code each member of the Industry shall file, either individually or in a trade agreement as provided below, a schedule of bonafide minimum rates and tariffs. Schedules for operations within any one division shall be filed with the Divisional Code Authority, and schedules for operations between divisions shall be filed with the Regional Code Authority.

Minimum rates and tariffs, and practices in connection therewith, may be formulated by trade agreements among the members of any territorial or natural group of the Industry. Such rates and tariffs shall be (a) directly related to and not more than rates and tariffs prescribed or approved by or on file with an appropriate State Regulatory Body for transportation by members of this industry or (b) directly related to and not more than existing rates and tariffs of competing railroad services.

Such groups as cannot relate their rates and tariffs may formulate trade agreements in which the lowest reasonable cost of the service shall be the basis of rates and tariffs.

Reasonable cost of a service shall include an owner-operator's salary.

TRADE PRACTICE RULES

THIRTEEN unfair practices are listed as Code violations. Important among them are the following:

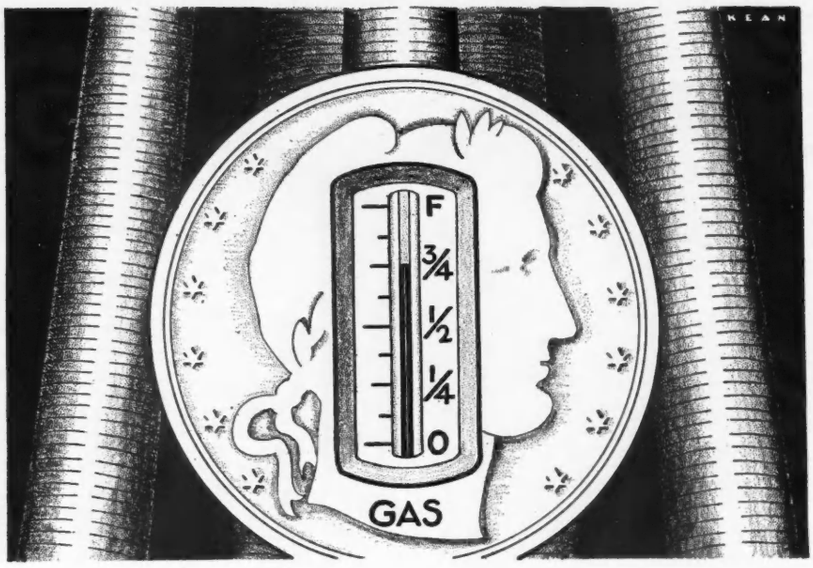
No member of the Industry except those operating under the paragraph dealing with trade agreements on Rates and Tariffs shall sell any service below its lowest reasonable cost. However, any member may meet the price competition of anyone whose costs under this provision are lower. (Determination of the lowest reasonable cost will be prescribed by the National Code Authority.)

No member shall secretly offer or make any payment or allowance in the form of money or otherwise or grant any special service or privilege for the purpose of influencing a shipment.

DEFINITIONS

THE South shall include Maryland, Delaware, West Virginia, Virginia, North Carolina, South Carolina, Georgia, Florida, Kentucky, Tennessee, Alabama, Missouri, Mississippi, Arkansas, Louisiana, Oklahoma, Texas, New Mexico, Arizona, California south of the Tehachapi Mountains, and the District of Columbia.

Population figures shall be those of the 1930 Federal Census.



Gasoline Bonus Systems Cut the Cost of Fuel and Maintenance

● Here are two bonus systems which are typical of those in use by British operators. In applying the ideas American fleet men should remember that in England the cost of gasoline is around 40 cents.

By R. W. Bent, Examiner to Ministry of Transport

MANY large British fleet operators have proved, to their own satisfaction, the value of paying a bonus to their drivers on the amount of petrol used. Perhaps the word "saved," should be substituted for "used," as obviously the success of the system depends on the quantity of petrol a carefully driven vehicle consumes, compared with one operated with no consideration given to petrol consumption.

Apart from the saving of petrol, a well planned bonus scheme has the advantage of ensuring that the vehicle is not over-driven, high r.p.m. and harsh braking being avoided. All these factors tend to reduce maintenance, so an operator is doubly rewarded for the bonus payments he makes.

Before any scheme is launched, it is necessary to be certain that the system of recording mileage and petrol consumption is accurate and simple. Particular attention must be paid to the method of filling up, as an error of half a gallon may be sufficient to rob a driver of his rightly earned bonus. Many operators use an accurately calibrated dip stick which is kept by the petrol pump, rather than rely on the gage which may be fitted to the tank of the vehicle. Every vehicle should stand on the same spot when it is filled, so that errors due to floor slope are obviated.

Turning to actual examples of systems in use, the first is that of a company operating over 400 vehicles on fixed routes, consisting mainly of city services. Only three types of vehicles are employed, so it is a simple matter to fix an average consumption figure for each type. Additionally the routes differ in the amount of gradient, etc., so that a variation is made in the bonus figure depending on the severity of the route. This may sound a little complicated, but in actual practice each route is confined to one type of vehicle, so that there is only one bonus figure per route.

In order to ascertain whether the bonus has been earned, the total mileage and petrol used on each route is calculated, and if the basic figure is reached, an amount which averages .05 pence per mile is paid each driver working on that route. For every additional quarter m.p.g. an extra sum, averaging .04 pence per mile is paid. An actual example will make the principle clear.

Route, A-B; bonus figure, 6 m.p.g.; amount, .06 pence per mile.

Number of drivers on route 10
Total Mileage (one day) . . . 1500 miles
Petrol . . . . . 245 gal.
Average . . . . . 6.12 m.p.g.

Bonus earned: Each driver will receive .06 pence times miles he has covered.

The chief feature of this system is that the drivers must cooperate if a bonus is to be earned; one black sheep will ruin the result. At the same time it rewards the driver covering the longer mileage, to a greater extent than one who may be on a short mileage yet put forth just as much effort to achieve economical running. Nevertheless, for the conditions of service

(Turn to page 32, please)

Truck Drivers Aren't Saints But Then They're Not Devils Either

• In this article a man who sells trucks comes to the defense of the men who drive them. He points out that some of the black with which the man-behind-the-wheel has been painted belongs elsewhere.

By A Truck Factory Transportation Engineer

I'M feeling testy about the way public feeling has been wrought up against the truck driver and how one-sided the case is presented. I have yet to see anyone make a real effort in his defense. I have been riding the long distance jobs, particularly milk, quite a bit and I am confident that the average truck driver is a much abused fellow and not at all the rowdy, unthinking road hog usually pictured.

He's slow and holds up traffic—because we as the trade have oversold the job and his boss overloads it.

He stays in the middle for a number of reasons—you annoy him, honking, he's afraid of soft shoulders and it's a small brain in a big job—some psychologist can figure that out.

He drives fast and "rolls" hills because he has to get it in, he's tired, it's a thrill and he's late.

In addition to the above, they're out too long. I've seen and ridden a job where the driver worked 16 hours a day, six days a week, for $24.

Another case in New York — out every other night at 7, back the next evening to the creamery at 8 and if you're lucky you'll have the truck unloaded and garaged at 11 or 12. This every other day if you've brought the job in OK and not been too fussy about squawking about the brakes, power, etc. Anyone out that long isn't alert and it would take a mighty affable nature to move over for Mr. Milquetoast. He's one thing they can lick but they can't lick those jobs. Competition is very keen for truck driver's jobs.

They're just like children, some have the mentality of children, and, like my kids, after bedtime they're petulant, fussy and not easy to get along with generally. Yet a smile and a wave and they're your pals. They're confirmed "wash-women"—get in a coffee joint together and chew the rag and then out and roll like hell.

For years we've roasted them in cabs on poor cushions and given them jobs that couldn't get out of their own way. I know how I feel after I've just sat alongside of them for 24 hours. I'm sure the truck industry in general would profit by giving the driver a break, listening to his complaints, shortening his hours and making him less and less the guy you go by at 55, looking at out of the corner of your eye and a dirty word on your lip.

And they're not all big and tough. The best truck driver I know has a crippled leg and he's the best in a big outfit of which you know.

If they're tough, nine times out of ten the job made them tough for the few reasons I've noted. They're mostly fellows with meager education and are veritable Robinson Crusoes—for hours at a time couped up in hot, evil smelling cabs, yet the average motorist considers them as an evil and guiding adjunct of a wicked monster, although I know and can prove that they're human and live, eat, get sick, dream and die not unlike the fellow in the back seat of the Lincoln who is annoyed when they can't make 20 tons get up and fly.

If you have a chance look them over as I have. I'm sure, taken generally, you'll see them as I do.

A Request from the Federal Coordinator of Transportation

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THE Coordinator is announcing through the press his desire to elicit from interested shipper and trade associations, organizations of transportation agencies, boards of trade, chambers of commerce, etc., and individuals, such comment, together with pertinent factual data, as they may care to make on any or all of a number of questions relating to Federal transportation legislation.

Any group or individuals desiring to respond to these questions or on any other significant matter, are urged to do so at as early a date as possible and not later than December 1. Comments may be in the form of a letter or brief. Briefs may be in printed, mimeograph or typewritten form.

Address your communication to Joseph B. Eastman, Federal Coordinator of Transportation, Washington, D. C.

If briefs are mimeographed or printed, please file ten copies; if typewritten, please file not less than three original or carbon copies.

A. Regulation of Competing Forms of Transportation

1. Should rail, motor and water transportation enjoy equal opportunities of competition in so far as Federal regulation is concerned?

2. Should equality of opportunity, if it is to be sought, be brought about (a) by applying to motor and water transportation the present degree of Federal rail regulation, (b) by releasing the railroads from much of the present Federal regulation and leaving all agencies largely free of such regulation or (c) by somewhat relaxing present Federal rail regulation and applying to motor and water transportation a comparable degree of Federal regulation?

3. Assuming no similar regulation imposed on motor and water transportation, should Section 6 of the Interstate Commerce Act be modified to permit railroads to make changes in rates, fares and charges on not less than 5 days' notice where deemed by them necessary to meet competition of unregulated carriers?

4. Assuming no similiar power over rates of motor and water carriers, should Section 15, paragraph 7, of the Interstate Commerce Act be modified to exclude the Commission's power of suspension whenever rate changes are filed to meet competition of unregulated carriers?

5. Assuming no similar power over rates of motor and water carriers, should Section 15, paragraph 1, of the Interstate Commerce Act be modified to remove the Commission's power over minimum rail rates in relation to the competition of unregulated carriers?

6. Assuming no similar inhibition on motor or water carriers, should Section 3 of the Interstate Commerce Act be modified to permit the establishment of special competitive commodity rates on such commodities and at such locations only as deemed necessary to meet the competition of unregulated carriers and independently of rates on similar commodities between the same points or of rates on the same or similar commodities between other points or territories?

7. Assuming no similar restriction on motor or water carriers, should Section 4 of the Interstate Commerce Act be repealed, retained as at present, or modified in the direction of either more rigidity or more flexibility?

8. Should those paragraphs of Section 5 of the Interstate Commerce Act commonly known as the Panama Canal Act be repealed?

9. Should the Inland Waterways Corporation Act, as amended May 29, 1928, be amended so as to permit the railroads and persons connected with the rail carriers to acquire by purchase or lease any of the facilities of the corporation upon the giving of satisfactory assurance that such facilities bought or leased will be continued in common-carrier service?

10. Should Section 16, paragraph 3, sub-sections (a), (b), (c) and (d) of the Interstate Commerce Act be amended by reducing the time limits for the filing of claims for overcharges, for the filing of suits for reparation and for the filing of carriers' suits for recovery of their charges, and if so what new periods should be fixed?

11. Should Section 16, paragraph 2, of the Interstate Commerce Act be amended to eliminate the part thereof which provides for the award of attorneys' fees to the shipper?

12. Should Section 8 of the Interstate Commerce Act be amended to limit the recovery of reparation to complainants proving actual pecuniary loss?

B. Coordination

1. What are your views as to the desirability of the coordination of all agencies of transportation?

2. If the railroads should undertake such coordination, should they perform all service under their own auspices or should coordination be effected through the cooperative effort of rail and independent motor, water and air operators, as through mandatory joint rates?

C. Regulation of Interstate Motor Carriers

1. Should interstate motor busses and/or trucks be regulated by the Federal Government?

2. In the event of such Federal legislation, what matters and types of carriers (common, contract or private operators transporting their own goods) should it embrace?

3. Should such legislation provide for the regulation of the sizes and gross weights of motor vehicles and combinations thereof, or should these matters be left to the regulatory agencies of each state? In either event, have you any definite recommendations to make with reference to maximum permissible lengths and gross weights?

4. What are your views with reference to providing for compulsory public liability and property damage insurance or bond in any Federal Legislation enacted pertaining to motor busses and trucks?

5. What legal authority exists under which the Federal Government could enact legislation to regulate contract and private motor operators?

6. Should those who use public highways for commercial purposes bear the cost of any added thickness and width of the highways required by the operation thereon of large commercial vehicles?

D. Regulation of Water Lines

1. Should the Federal Government regulate domestic water lines?

2. In the event of such regulation, what matters and what types of carriers should it embrace?

3. In the event of such regulation, by what Governmental body should it be administered?

4. Should tolls be charged for the use of inland waterways made navigable and/or maintained at public expense?

5. What legal authority exists under which the Federal Government could enact legislation to regulate contract and private water carriers?

(TURN TO PAGE 56, PLEASE)

EDITOR'S NOTE

IT was intended that this page be devoted to editorial comments under the customary title "After Hours." But along came Mr. Eastman with a request far too important to ignore even though it arrived long after the publication dead-line. So in place of the editor's comments we give you Mr. Eastman's request.

We urge that you give him your answers to the questions he asks. He must get a truck viewpoint, no matter how biased, in order properly to evaluate the biased opinions expressed by competing forms of transportation and their eloquent supporters.

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"Calculators" Make It Simple to Engineer Trucks to Their Jobs

THE formulas given in the article "Here Are the Formulas to Help You Engineer Transportation" which appeared in the July, 1933, issue of COMMERCIAL CAR JOURNAL, are used by both buyers and sellers to fit trucks to the job. Properly applied, they prevent trouble and grief—after the truck is delivered.

All formulas of this kind suffer from the same handicap, the almost universal dislike for figuring. There are comparatively few persons who really enjoy adding and subtracting, multiplying and dividing. Transportation men are not, on the average, much different in this respect from those in other vocations.

To simplify the figuring involved in performance formulas, such as vehicle

Multiplying and dividing specified by formulas are done mechanically and accurately in much less time

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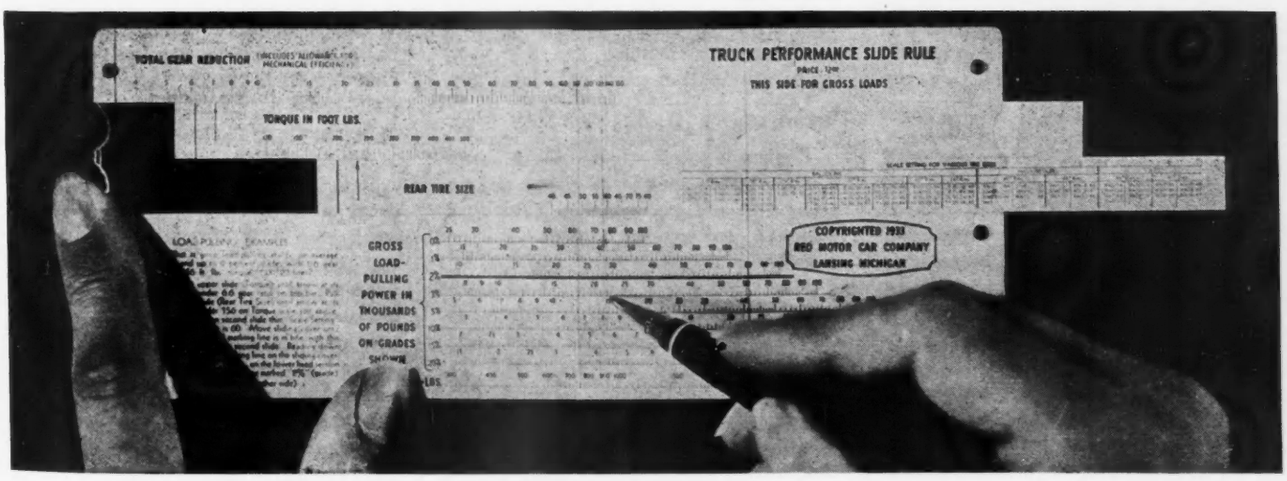
gross weight or engine speed for a given vehicle speed, calculators have been devised by Reo and Dodge Brothers. The Reo carries a price of $2.00 and may be purchased by anyone. By means of scales on slides the multiplying and dividing are performed mechanically, with a high degree of accuracy and in a fraction of the time required by the paper and pencil (and eraser) method.

These calculators incorporate the formulas in their design and it is not necessary for the user of the calculator to remember the formulas. The various factors are set in the calculator and the answer is read off the corresponding scale.

Calculating gross vehicle weight, formula 14 in the July story, involves, for example, multiplying 6.65 by 230 by 6.6 and then dividing by 16.49 multiplied by .035. That will take about four minutes using pencil and paper if everything goes well—and do not be ashamed if it takes longer. It takes less than 30 seconds to get the same answer on the calculator. The writer did it in 20 seconds in competition with an engineer working with a slide rule who finished the job in 40 seconds.

Both the Reo and Dodge calculators

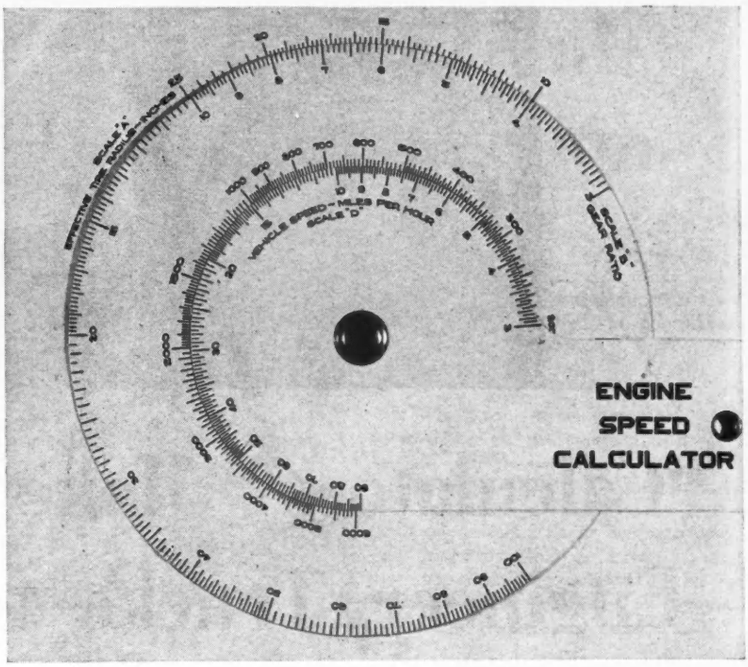


The Reo performance calculator has gear reduction on upper scale, torque of engine on first slide and tire factor on second slide. Vehicle gross weight for corresponding grades is shown by hairline on sliding cover.

are modified slide rules, in which the scales are based on logarithms. The result of this arrangement is that adding the number on one scale to that on another multiplies the numbers and the answer is the product of the numbers, not the sum. For illustration, when the number 3 is moved on a slide to a position opposite 4 the answer is not seven (3 + 4) but 12 (3 × 4).

By applying this simple principle to the figures involved in truck performance the calculators make it possible to find answers to all of the common formulas in a short time. The five basic factors involved in performance are: engine torque or displacement, gear reduction, rolling radius of driving tire, grade and vehicle gross weight. Given any four of the factors the fifth can be found on the calculator.

In addition, the vehicle speed for a given engine speed or the engine speed for a given vehicle speed frequently are required. Both the calculators solve this problem on additional scales on the reverse side. The factors in this case are gear reduction and rolling radius of driving tire. These known figures are set up on the scales and then engine speed and vehicle speed are on adjoining scales.



The Dodge Brothers engine speed calculator carries tire radius on outer scale, gear ratio on circular slide. Engine and vehicle speeds are shown in inner scales.

● *Figures Truck Ability*

Although similar in mathematical conception the Reo and Dodge calculators, both of which are copyrighted, differ in design and arrangement. The Reo is a rectangle 3¼ x 8 in. covered with transparent material. There are two slides, one carrying the engine torque figures and the other a scale for tire size. Total gear reduction, including an allowance for mechanical efficiency, is given on the upper scale. The lower scale gives the gross vehicle weight which a vehicle with the characteristics set up on the scales can pull up grades of the percentage shown on the lower scale. The grades extend from zero (level) to 20 per cent and an additional scale at the bottom shows rim pull. Figures on the lower scale are lined up by a hairline on the transparent sliding cover.

To calculate load pulling ability the upper slide is pulled to the right until an arrow on the end is opposite the rear axle gear ratio, or overall ratio if the truck is assumed to be running in gear, then the arrow on the lower slide is pulled to the right until it registers with the engine torque. The third step is to find out the scale setting for the rear tire size and to bring the hairline on the sliding cover over this figure. Then following down the hairline the gross vehicle weight is read on the scale corresponding to the assumed grade.

To find out the gear ratio required as for gross load of 29,000 lb. on a 2 per cent grade with 9.00/20 tires and 230 ft. lb. torque the operations are in reverse order, starting at the bottom. The hairline is moved over 29,000 lb. and the tire scale moved over until the factor for 9.00/20 tires, 53, is under the line. The upper slide is then moved until 230 lb. of torque is over the arrow on the lower slide and the answer, gear ratio of 8 to 1, may be read just above the arrow at the left end of the upper slide. Torque required for a given condition can be calculated in a similar manner.

The Dodge calculator measures 8½ x 11 in. and includes circular scales and slides for both performance and engine-vehicle speed problems. The performance calculator has four concentric circles, the speed calculator two.

● *Calculates Grade*

The grade which can be climbed with a given gross weight is given as the answer in the performance calculator although any of the factors can be calculated if the others are known. The outside scale is set up for effective tire radius, the first circular slide takes care of transmission and rear axle ratios, the second slide is ruled for gross weight and engine torque. The stationary third circle shows tractive effort in pounds per 1000 pounds gross weight and this figure carried over to the moving inner circle shows grade in per cent. The latter includes an allowance for road surfaces. The most favorable conditions are "concrete, asphalt, brick, wood block and macadam," and the worst condition is sand.

● *Vehicle or Engine Speer*

Effective tire radius is on the outer scale of the speed calculator and the single rotating slide carries gear ratio on its outer edge and engine revolutions on its inner edge. Vehicle speed is shown in miles per hour on the stationary inner scale. When the gear ratio is lined up with the effective tire radius the vehicle speed for any given engine speed or the engine speed for any given vehicle speed can be read off the two inner scales.

Speed calculators of either Reo or Dodge type can be used to figure engine or vehicle speeds with a given gear ratio and tire size or they can be used to figure the gear ratio needed to insure a given relation between engine and vehicle speed. For illustration, if a gear ratio of 8:1 is assumed on a truck with 7.00/20 rear tires we find that the engine will have to wind 4050 r.p.m. to drive the job at 50 m.p.h. If we wish that road speed and desire to keep engine speed down to 3000 r.p.m. we find by moving the slide that the gear ratio should be 5.9. By running the problem through the performance calculator we will find that this will call for the use of a larger engine than that required to move the load with a rear axle ratio of 8:1.

Aluminum Used in New Tanks Saves 1400 to 1800 lb.

Gulf's new jobs in five capacities have more weight on the front axle. Side outlets lighten rear-end load.

At top: Skirting and catwalk have round corners blending with the tank contour. The skirting extends to running board level. A hose reel is housed in rear compartment. Above: Outlets and controls are placed on the right side in enclosed compartments

THE 340 tank trucks recently purchased by Gulf Refining Co. attracted much attention because of the size of the transaction, but details of design and construction just released make this new fleet doubly interesting.

Both tanks and trucks have been designed as companion units of modern liquid-carrying vehicles intended to move their loads more efficiently. The chassis and tank layout distributes more weight on the front axle than usual, 1/3 front and 2/3 rear on many of the jobs, to increase the allowable gross weight in states imposing limits on axle loads, and many of the tanks are of aluminum alloy construction to further increase the payload permitted. In addition these vehicles incorporate present-day style as well as side outlet valves and meters for either gasoline or fuel oil.

More weight is distributed on the front wheels by placing the front axle further back, as much as 18 in. on some models. The percentage increase of front end load by this means is 11 per cent. On the smaller units this raises the front axle load to 20 per cent and on the larger units to 33 1/3 per cent of the total. Tanks, likewise, have been shifted forward 3 in. by dishing the heads inward which allows them to be placed closer to the cab. Longitudinal manifolds and side outlets lighten the rear end dead load. These changes make it possible to carry a given load length on a shorter wheelbase.

The new trucks are of five capacities, 750, 1000, 1200, 1500 and 1925 gallons. CA dimensions, back of cab to center of rear axle, are 83, 96, 106 and 111 in. respectively for the first four capacities. Wheelbases are 168 in. for 750 gal. unit, 170 and 183 for the 1000 gal., 180 and 183 for 1200 gal., 183 and 192 for 1500 gal. and 215 for the 1925 gal. tank truck.

Seventy-two of the tanks are of aluminum alloy, of elliptical shape and double bulkhead construction, comprising four separable compartments. These tanks, fabricated by Quaker City Iron Works, Philadelphia, and Farrell Mfg. Co., Joilet, Ill., are made of .1875 in. plate and .204 in. heads welded together. Aluminum alloy is used in bulkheads, underframe, bolsters, shell, catwalk, hose tube, expansion domes and covers.

Weights of single bulkhead steel tanks compared with double bulkhead aluminum alloy tanks, including in each case running board, underslung side box and bucket box and not including equipment which is identical in either case are:

Capacity	*Steel*	*Aluminum*	*Difference*
750	3650	2180	1470
1000	4215	2406	1809
1200	4530	2808	1722
1500	4805	3065	1740

Underframe bolsters are fabricated from alloys of the duralumin type, by riveting angles and plate together. Catwalks are made of non-skid aluminum tread plate. The skirting, as shown, in the accompanying illustrations, embodies sweeping curves and round corners. Expansion domes are made of sheet aluminum butt-welded to the tank shell. Covers of cast aluminum are bolted to the domes.

All but a few of the tank trucks are equipped with meters made by Pittsburgh Equitable Meter Co., Pittsburgh. They are of the piston displacement type and are equipped with vacuum breakers and strainers. All major parts are of aluminum. These meters are designed for gravity flow operation and will run and measure on a head as low as one or two inches.

No change was made in design of the cab but other parts were re-arranged. Viewed from the side, the catwalk shows as a straight belt line on a level with the belt on hood and double lines on the cab. The can racks have been taken from the usual side position and slung below the tank oval, running the full length on each side. This design gives a skirt effect extending down to step level all the way to the rear. The sides of the can compartments are flush with the outside edge of the steps and at the extreme width of the body. Markers, lights and reflectors indicate the edges to drivers of other vehicles approaching from the front.

In addition to the 340 tank trucks, 150 stake trucks were included in the order which totalled more than $1,742,000 shared by four truck companies. The present fleet is but a portion of total purchases contemplated as a part of a modernization program.

Tricks With the Welding Torch That Save Money on Motor Trucks

Part 4

By Billie Burgan
Fleet Superintendent
Hage's Ice Cream Co.

Bending flat stock and angle irons to form brackets and similar parts has been mentioned in previous instalments of this series of articles showing how a welding torch is used in truck maintenance. In this article details of flat and angle bends are shown.

In addition an account is given of the usefulness of the welding torch in improving the braking system on two different truck models. The "Fire Fly," as the author calls the welding torch, is here shown as a tool for making parts, rather than its usual role of mender.

BATTERY makers vary dimensions of batteries from time to time and sometimes a new battery will not line up in the place where its predecessor rested. We have a quick solution for this difficulty; we support the battery by two clamps, made by the welding torch, Fig. 1.

We cut the heads off two carriage bolts and braze or weld them to a straight piece of ⅛ x 1 in. strap steel and then bend to fit the battery. The brackets are extended through a partition of wood or steel across the open side of the battery space.

• *Sturdy Wing Nut*

When drivers get tough with the spare tire and break the wing nut holding it in place in the fender well we make a new nut with the welding torch that won't break. And it is easier to fasten down tight. We take a nut of the right size and weld it to a piece of pipe and then weld the pipe to a handle made of a piece of ½ x 1 in. channel. Handle, pipe and channel can be held together by a long bolt during welding. See Fig. 2.

• *Brake Improvements*

Age piled up on a couple trucks of one make and one of another while the exchequer was going down, then new laws were passed requiring a 37 ft. stop at 20 m.p.h. It looked like we needed new front axles, new brake drums and a four wheel set-up. Again we scratched our bean, looked at the original application, planned some changes that would avoid the big expense on those old models and carry us along to the time when we could buy new trucks. The scheme worked.

The hook-up on the Federal U4 is shown in Fig. 4. Proceed this way: Discard the two rods that connect the hand brakes from the axle to the midship levers and install their clevises on two cam lever connecting rods marked A. While holding cam levers to "on" position, space them on rods A.

Shorten hand brake rod 7½ in. Then rethread and connect it to a midships lever and foot lever rod with slotted clevis B.

Make eye bolt C from the 7½ in. piece and install it on the rear transmission cross member to support the hand rod in line with a midships lever. The midships hand levers are left loose. Long clevis pin D with washers and cotters completes the line-up.

Subsequent adjustments are made as before except the foot rod turn buckle is set up first, then the hand rod turnbuckle enough to eliminate slack from the slotted clevis.

We changed the brake hook-up to use all the lining area for either service or standing purposes. We claim more even wear of lining, better leverage between foot and hand when both are required, a much quicker stop, and safer parking.

The hook-up on AB Mack which provides better leverage is shown in Fig. 3.

The pedal was extended by welding two pieces of ¼ in. soft steel stock over the end of the pedal. The sloping top surface was cut to put the pedal pad on an angle of 20 deg. This, of course, required widening the slot in the toe board to accommodate the extra width of the extended pedal.

The bracket and double lever part are discarded and pull on the pedal is taken directly to the equalizer by mak-

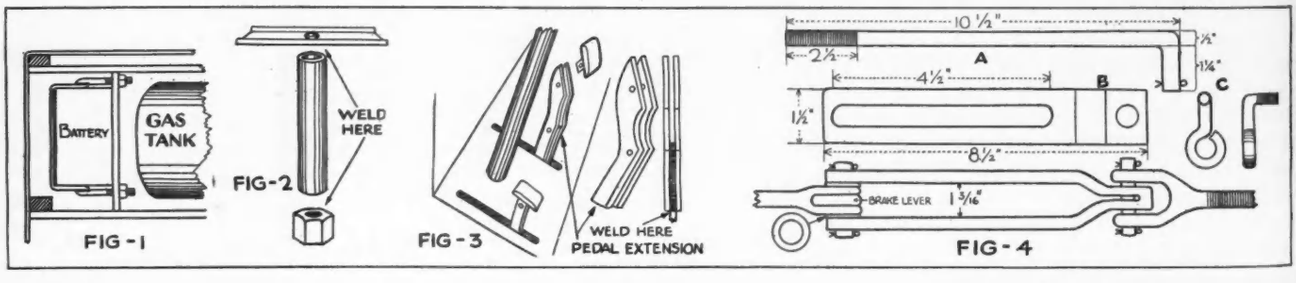


Fig. 5. To make a bend in angle iron start with wrench and keep bend red hot

Fig. 6. Brazing a washer flange on a mirror brace using formed angle brace

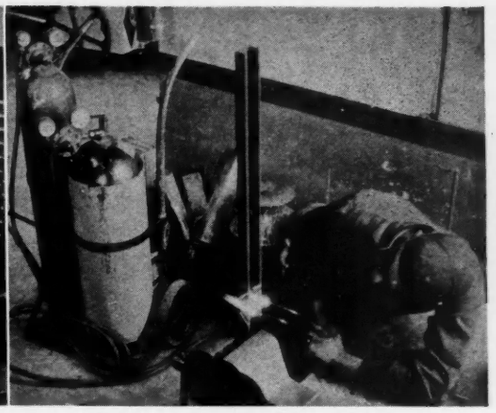


Fig. 7. Swinging torch from one edge of channel to another seems like two torches

ing a new pull rod and extending it through a hole cut through the frame cross member. After trying out the new hook-up the driver said that he almost went through the windshield.

• *Bends and Bending*

To make a folded bend in or out in angle iron heat the mitre red, hang the torch on the rest. Then start the fold with a Crescent wrench and hold the torch on the mitre keeping it red until bend is completed. Good for trunk racks, angle braces, tank mounts, trays, etc. Fig. 5.

Set up to braze a washer flange on a mirror brace, is shown in Fig. 6, using a folded bend of angle iron in the vise to establish proper height for the rod, resting on a block through a piece of iron, on two fire bricks. Why sweat over threading a rod two or three inches to make a place for a jamb nut when a better looking job can be done quicker with the torch?

This fellow in Fig. 7 is not holding two torches but one; trained on the lips of 2 in. channel iron. At three second intervals, one mitre lip, then the other is heated until yellow-red, then hang the torch on the rest to be bent as shown in Fig. 8.

If the stock is short or long a wrench will provide a more even pull than a lone hand. If in doubt as to the heat or the pull let the other fellow pull slowly while you hold the heat evenly on the mitres. We make extra frame step supports any size in 20 to 30 minutes each. How can you afford hunting up junk steps that rarely ever fit after finding?

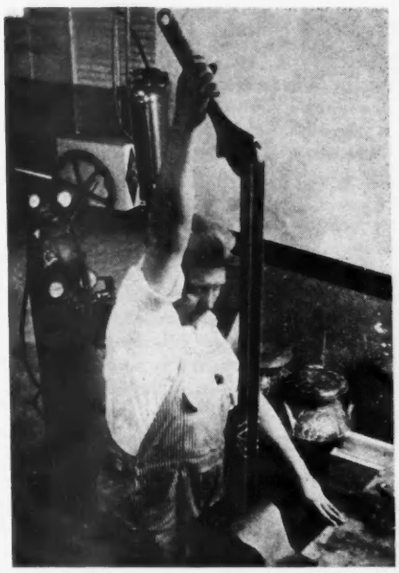


Fig. 8. A wrench can be used to provide a more even pull for bending channels

• *Curved Angles*

To make a curved corner stretch bend in angle iron make eight chalk marks, one inch apart as in Fig. 9. Catch in the vise with lip turned away from the operator. Heat a line yellow-red then pull toward the operator about 10 deg. then heat another line and repeat until the full 90 deg. are made. About 5 deg. of bend will take place naturally at each end. If the lip stretches unevenly flatten on the floor or between vise jaws.

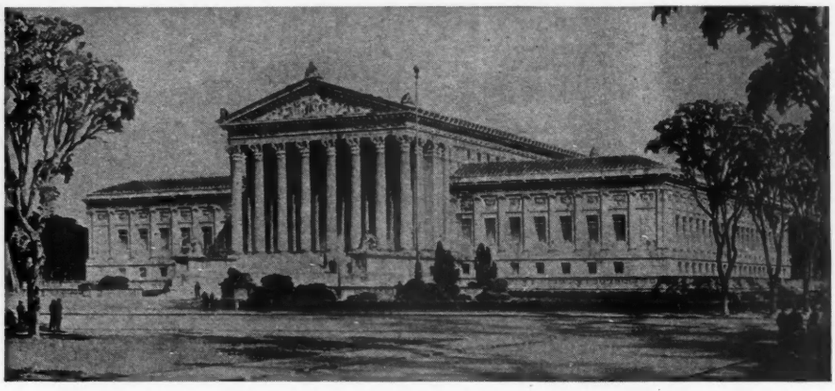
The set-up for compressed bend, Fig. 10, in angle iron is like that in Fig. 9, except the lip is toward the operator and the wrench is shifted to the other lip. As the progression takes place the compressed lip becomes thicker, whereas in the former it becomes thinner. This bend as described is well shown on the empty can rack in Fig. 13 in the article in the October issue.

A twisted or quarter turn bend is shown in Fig. 11. Heat the metal at X marked in chalk yellow-red, then direct torch on the rest and execute with a monkey wrench.

Fig. 9. Make eight chalk marks as guides for corner stretch bends in angle irons

Fig. 10. Compressed corner bends are like stretch bends except position of flange

Fig. 11. For a quarter twist mark an X with chalk on side of metal and heat



Architect's drawing of U. S. Supreme Court Building, Washington, D. C.

Court and Commission Rulings on Trucks

Filing of Applications

Matthews et al v. State ex rel. St. Andrews Bay Transportation Co., Florida Supreme Court

THE provision in the Carrier Law providing that after the Commission has denied an application for a certificate of public convenience and necessity it may not entertain any further application covering the identical or similar routes, schedules or service until after the expiration of six months from the date of the denial is intended to restrain promiscuous successive applications. An application by a motor carrier for a permit to carry on an interstate business is not barred merely because the same carrier has previously been denied a certificate of public convenience and necessity for an intrastate operation.

Tax Validity Pending

Aero Mayflower Transit Co. v. Doyal, Georgia Supreme Court

AN appeal is now pending in the Georgia Supreme Court from the decision in the lower court in the case of Aero Mayflower Transit Co. v. Doyal. The lower court held that the regular registration tag tax in Georgia was unconstitutional as applied to operators of trucks doing only an interstate business on the ground that the tax was a flat annual tax and not levied in proportion to the use made of the highways as is required, Watkins, Asbill & Watkins, attorneys for the Company contend, by the decision of the Supreme Court of the United States in Intrastate Transit v. Lindsey.

Investigate Terminals

AN order has been issued for an investigation of certain motor freight carrier terminals located in Waterloo to determine whether or not they are operating in conformity with the law, it having come to the attention of the Commission that "Several different persons, firms or corporations at Waterloo are operating freight motor carrier terminals, soliciting the transportation of freight, issuing bills of lading and, either separately or as agents for freight motor carriers, otherwise handling shipments incidental to that business; further, that certain freight motor carriers serving Waterloo have for various reasons refused to receive or discharge shipments at certain terminals causing, it is alleged, unnecessary delay in the movement of freight, and otherwise affecting the interests of the shippers and receivers of freight, the terminals and the carriers.

"It is the opinion of this Commission that freight motor carrier terminals, either separately or as agents for freight motor carriers, form a vital and integral part of the service afforded by freight motor carriers and in so doing come within the purview of Chapter 252-A1, Code of Iowa, 1931." In Matter of the Investigation of Motor Freight Terminals at Waterloo, Docket No. H-1893, Board of Railroad Commissioners of Iowa.

Employee Continuance

WHERE the Commission has ordered a carrier to discontinue service, an employee of that company may not continue the business without compliance with all conditions relating to new applications. Commission states, "Enforcement of the law would be impossible if the Commission would grant its approval to operation by an applicant who, knowing that another carrier had been directed to discontinue service because it did not have the required approval, should himself begin that service without such approval as soon as the other carrier obeyed the direction of the Commission." In re Application of Charles Wall, Docket No. 25788. Public Service Commission of Pennsylvania.

Express Business Defined

"LOCAL transportation between points in the same delivery area and unconnected with rail carriage is not included in what is ordinarily considered 'express transportation business,'" the Commission stated in an order holding that the Railway Express Agency, Inc., did not have the right to engage in a local transportation business under its certificate giving it the right to "conduct an express transportation business within this commonwealth." Railway Express Agency, Inc. Docket 20155. Public Service Commission of Pennsylvania.

Guest Rider Liability

Snyder v. National Union Indemnity Co., Utah Circuit Court of Appeals

IN this case, a guest rider on a truck was held not able to recover against an insurance company whose policy was issued to cover negligent operation of the truck in which policy there was the provision that the liability was limited in the case of commercial vehicles to injuries sustained only in the business there set forth (in this case "merchant" had been inserted in the policy) including loading and unloading and incidental pleasure use for the named assured's family. In a separate opinion, Justice McDermott stated, "I doubt if an owner's liability insurance is suspended whenever a driver picks up a friend."

Colorado UR Tax Void

Consolidated Motor Freight, Inc., and C. D. Walker et al v. State, Colorado Supreme Court

COLORADO'S unemployment relief tax on motor vehicles was held unconstitutional and void by a four-to-three decision. The majority opinion said, "The exaction of a license fee with a view to revenue is not the exercise of the police power but of the power of taxation. So free from doubt is the matter that we are constrained to and do hold that the tax imposed is a propery tax and not an additionl license fee. And since it is a property tax and is manifestly not uniform, upon the same class of subjects within the territorial limits of the authority levying the tax the act must be and is held to be repugnant to Section 3, Article X, of the Constitution and therefore void."

FREE TO READERS

Commercial Car Journal will be glad to procure expert legal advice for any reader who is faced with a legal problem involving a motor truck. There is no charge for this service. Inquiries made in confidence will be so honored. Just address your letters to The Editor.

Two of the many types of vehicles in the Carnation Milk Co.'s fleet

A 100-Truck Fleet's Cost System Which Smaller Fleets Can Use

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By W. J. O'Dowd
Fleet Superintendent
Carnation Milk Co., Seattle

● As Mr. O'Dowd points out the administrative cost of this system is practically nothing because the detail work is done as an incident in regular routine.

IT is an extravagant economy for the fleet operator to let cost accounting go by default, and yet a too involved system of checking operating costs may be more expensive than is necessary. In these times when overhead must be cut to the bone many fleet operators are revamping their accounting systems with that aim in view.

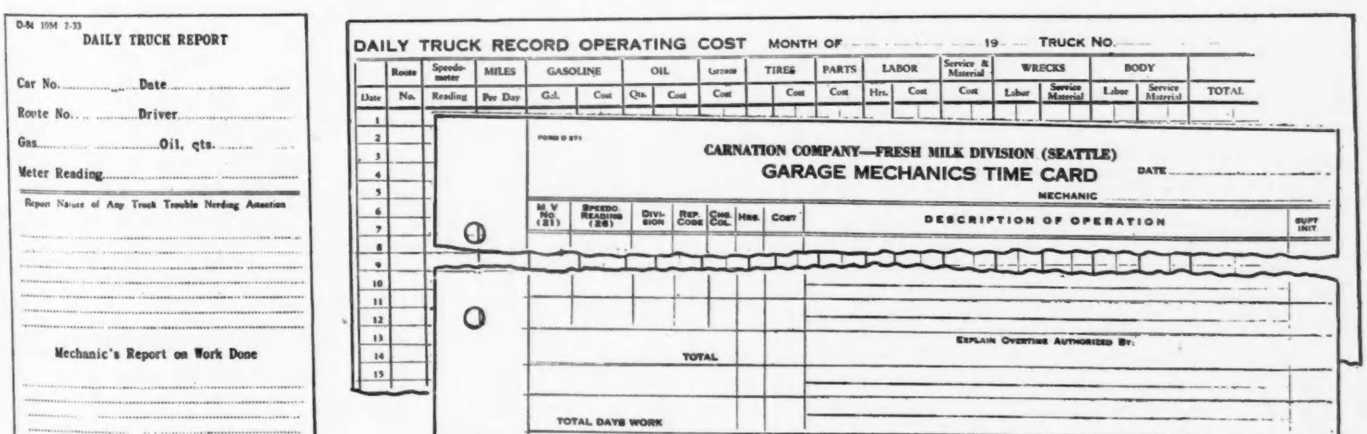
The Carnation Milk Co.'s home office in Seattle is using a cost accounting system for its fleet of 100 trucks that is simplicity itself and the administrative cost in connection with it is practically nothing, for the detail work is done more or less as an incident in the regular routine. When a driver or a mechanic fills out a report, it automatically becomes part of the cost accounting record without unnecessary duplication of office work.

The system begins with a Daily Truck Report, made out by the drivers. This gives the truck number, route number, date, driver, amount of gas requisitioned, oil and meter reading. On this report the driver suggests work needed on his vehicle.

The report goes to the fleet superintendent's office. With all minor repairs no new job ticket is made out, the truck report being used for this purpose. When the work has been completed the mechanic makes his report on the same sheet. So far the office has been relieved of all clerical work, and after all, the minor repair work represents the bulk.

However, when a major repair job is required a job ticket is made out, but even this is also used as a mechanic's time card, thus cutting clerical work in two.

This form gives the truck number, division, hours, cost, description of operation and other necessary information. This company has several divisions, such as fresh milk division, ice cream division, cheese division, as well


D-84 10M 2-33
DAILY TRUCK REPORT
Car No. .... Date ....
Route No. .... Driver ....
Gas .... Oil, qts. ....
Meter Reading ....
Report Nature of Any Truck Trouble Needing Attention
Mechanic's Report on Work Done
Mechanic ....

DAILY TRUCK RECORD OPERATING COST MONTH OF .... 19.... TRUCK NO. ....

Date	Route No.	Speedometer Reading	MILES Per Day	GASOLINE Gal.	GASOLINE Cost	OIL Qts.	OIL Cost	Grease Cost	TIRES	TIRES Cost	PARTS Cost	LABOR Hrs.	LABOR Cost	Service & Material Cost	WRECKS Labor	WRECKS Service Material	BODY Labor	BODY Service Material	TOTAL
1																			
2																			
3																			
4																			
5																			
6																			
7																			
8																			
9																			
10																			
11																			
12																			
13																			
14																			
15																			

CARNATION COMPANY—FRESH MILK DIVISION (SEATTLE)
GARAGE MECHANICS TIME CARD DATE ....
MECHANIC ....

M V No (21)	Speedo Reading (26)	Division	Rep. Code	Chg. Col.	Hrs.	Cost	DESCRIPTION OF OPERATION	Supt Init

TOTAL
EXPLAIN OVERTIME AUTHORIZED BY:
TOTAL DAYS WORK

These three forms constitute Carnation's cost accounting system

as trucks for special purposes. But all costs are easily segregated both as to individual, truck and division.

We have cut out all folderols in our cost accounting. We want figures that will help us cut costs before they occur, but beyond that we do not go. Of course the main office figures interest on investment, depreciation, et cetera, but those phases of accounting do not directly affect the operation, and hence do not concern us at the garage.

When the shop has completed the work designated on the Daily Truck Report, the information is then transferred to a general ledger, with an account opened for each truck on a 30-day basis. See Daily Truck Record Operating Cost form on page 31. Reports go into this ledger daily.

Another source of ledger information is an oil chart, listing all trucks. As oil is taken on—twice each month regularly—notations of amount and cost for each truck is made on the chart. Grease is prorated among all the trucks. This oil chart is merely a hand-ruled sheet inserted in a celluloid fronted folder. The chart is filled out by the oil attendant during the process of lubrication, and hence the celluloid front helps keep the sheet clean.

Changing oil twice per month may not always run out the 500 miles per filling, but I maintain that this practice is more economical than an attempt to change oil on a strictly mileage basis. The increased accounting necessary would not be justified. We do not need to be greatly concerned about running out the full mileage on oil in every instance, for we have an oil reclaimer that enables us to use oil over and over again.

From the oil chart, information is posted daily into the general ledger.

After the daily truck reports are posted in the ledger they are sorted by truck number and placed on file for a year, and these along with the major repair job ticket, likewise filed, give a complete history of every truck. This in addition to the ledger information, which, of course, cannot be detailed.

Parts used in repair are given special consideration in a separate ledger, an account being opened for each truck.

All ledger information is recapitulated by the month and separately posted, and likewise for the year.

Hence we have a daily, monthly, and yearly record of cost of each truck with a minimum of office detail.

"We Junk Old Trucks"

(CONTINUED FROM PAGE 15)

necessary, but it is equally certain that they cut down efficiency. A lower horsepower would eliminate the need for them, and at the same time bring about a decided reduction in gasoline costs.

We have several plans that have gone a long way toward holding oil costs down to a minimum. In the first place, we don't subscribe to the belief that it is necessary to change oil every so many hundred miles. As a rule, we don't drain a crankcase of a Model T except when the car is brought into the shop for a general overhaul, and I have often seen cars run a year without a change. (The average yearly mileage per vehicle is around 12,000 miles.) Instead, we add a quart for every hundred miles or sometimes a little more. If we don't get at least 100 miles, we consider that it's time to look into the motor.

Under this plan of operation, we get a little better than 20,700 miles out of 55 gallons of oil. We have discovered that the saving on filling as opposed to draining more than covers the cost of replacement parts, and a good many of them would have to be made anyway. The point is that our records show lubrication to be almost as complete with refilling as with regular draining.

Another thing that has saved us a great deal of money has been the reclaiming of oil. Our mixture consists of one-third new oil and two-thirds the reclaimed product. We have the reclaiming done outside at a cost of 22 cents per gallon. Of course, in order to reclaim oil it is necessary to have a first-class product in the first place. We buy absolutely the best on the market, but we get our money's worth when it is considered that we use it one and two-thirds times.

The Model A units are drained every 1500 miles, but this oil is reclaimed and used in the Model T's. When a Model A takes oil of over one quart to about 150 miles, we look into the rings. We have been getting about 25,000 miles on an original A motor. Rings changed at that time will give us about 10,000 to 12,000 more miles before a rebore is necessary. The first rebore will last for about 20,000 miles and a set of rings at the end of this time gives another 10,000 miles.

We have lately been trying with remarkable success a multiple ring on some jobs. By putting in the multiple ring, we have delayed the second rebore 5000 miles in three instances. It should be kept in mind that our units operate with governors set at 30 m.p.h., which figures materially in the wear on the motor.

● *Casing Repairs Limited*

We haven't found it economical to attempt to use tires too long. We never use boots, and with tire prices at their present level, we don't believe there's any economy in paying more than two dollars for having a break repaired. Our theory is that "shaky" casings usually mean heavy losses on tubes, with the result that there is no economy in the long run.

We average about 12,000 miles on standard equipment tires, 15,000 to 18,000 on six-ply replacements and as high as 33,000—a top figure—on de luxe models.

Our records further indicate that it pays to buy a good battery guaranteed for full two years. We have kept our battery costs down to 37 cents per car a month by doing so.

Gasoline Bonus Systems

(CONTINUED FROM PAGE 22)

outlined, the system has been found to work well.

The second method, however, which will now be described, does encourage individual effort. This company operates nearly 1000 vehicles, and a basic figure is adopted for each type. The routes traverse both rural and urban areas, hilly and otherwise, so that it is manifestly impossible to fix a route figure as well. Comparatively few vehicles are confined solely to city routes, so that on an average the services are comparable. The vehicles are petrolled up after every trip, and the mileage recorded against each. If the resultant m.p.g. reaches the basic figure, then a bonus of one shilling is paid, irrespective of the milage covered. Thus the short distance driver is not penalized at the expense of one on a long run. On the other hand, with this system there is no incentive to achieve particularly low consumptions. For example, if the basic figure is 6 m.p.g. the driver who returns 6.09 will draw the same amount of bonus as one who records a figure of 6.8 m.p.g. In fact, this is not a serious drawback, as the basic figures are accurately assessed, and it is not normally possible to exceed them by a large margin. The average driver is always out to achieve the best result, as he knows that any unforeseen cause (e. g., succession of traffic blocks) may mean the difference between gaining or losing his bonus.

These are typical systems in use. The most important factor is, of course, assessing the basic figure. Too high a figure will discourage any effort to earn a bonus, and one too low will result in the system proving more expensive than the saving achieved.

$ALVAGE—*from a Shop Man's Mail*

Being the impressions and reactions of an experienced shop man to new products offered by manufacturers. The editor will gladly put readers in touch with the makers mentioned.

Pedrick piston ring compressor

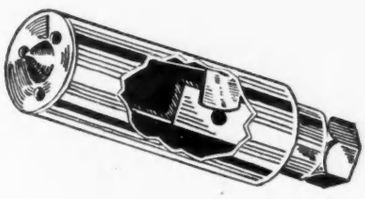
Ring Corsets

● Time was when mechanics subdued rings on pistons with string or stove pipe wire and parts of tin cans—plus cuss words. The rings finally gave in with all the willingness of a balky mule. Nowadays rings are helpless. Wilkening Mfg. Co. offers a squeezer based on the sliding wedge principle except that this wedge pulls in instead of splitting apart, like Lincoln's rail splitters. It has a two-piece slotted hand which can be adjusted to fit rings from 2⅝ to 5⅛ in. in diameter. An edge is turned up on each section and pressure is applied by sliding a tapered handle over the edges, as in photograph. You can let the minister watch you.

Rinck-McIlwaine, Inc., makes a squeezer which is adjustable from 2 to 5 in. in diameter. Pressure is applied by a T-handle slipped into an eccentric gadget on the side. The bottom of the band is tapered to enable it to sneak in even on chamfered pistons.

More Air—Not Hot

● Pet cocks on intake manifolds will admit extra air, if the driver turns them on and off frequently, very frequently. An automatic extra air intake is made by Blancke Products Co. It costs $3.85 with all fittings ready to install. When the engine is cold the thermostat valve is shut like a clam. When the engine warms up it opens and lets the air into the intake manifold through a fitting connected to a copper tube. The unit rests on the exhaust



manifold, comfortably we are told. The makers claim that the device alters the mixture in accord with changes in outside air temperature as well as engine temperature, saving gasoline.

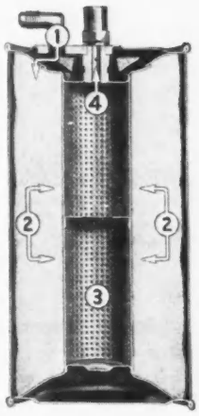
Liquid Raincoat

● Red Insul is a liquid synthetic product to be applied by brush to wires, distributor, coil and the whole ignition system of a motor vehicle to make it waterproof. The liquid can also be used on generator and magneto armatures.

Cat's Eyes and Filters

● AC Spark Plug Co. tells me it is ready to supply reflex signals with black duco bezels, companions to the chromium plated signals, at 65 cents each retail with discount to dealers for packages of six.

Same company is ready with three new oil filters for motor vehicles not originally equipped with these devices. These filters are of the "depth" type in which the oil is forced through an extra thick cotton fibre filter element. The filters retail for



$2.75, less than the former cost of a 10,000-mile cartridge, and are to be replaced every 8000 miles.

Lead Lubricant

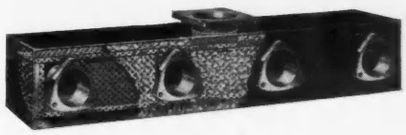
● Bestolife contains finely divided particles of metallic lead ranging from 10 to 65 per cent of the total. Armite Laboratories, makers, propose its use in transmissions and rear axles, pumps, wheel bearings and universal joints and say it won't get discouraged until temperatures are 430 deg. F. or more.

Bear Offers—

● Bear-Lube, a lubricant for steering gears. It has been tested thoroughly, is non-fluid and is guaranteed to cling ever so closely to gears. Bear Mfg. Co., the alignment checkers, market it.

Sh-h-h-h-h

● Burgess Battery Co., makers of mufflers, have decided that a good place to muffle intake or exhaust noises is where they start, to wit, in the manifold. Hence, silencing manifolds in which sound is absorbed in porous material faced with perforated lining through which the gases pass. There are no baffle plates or de-



flectors to antagonize the gases and build up pressure.

Push-Pull Tester

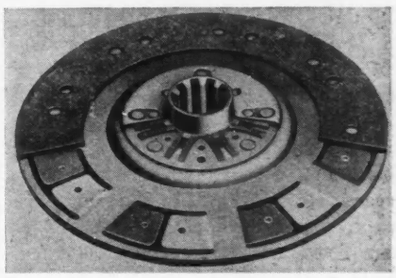
● Ailing fuel pumps must be tested for suction and for pressure, and shop men would like to do both without taking the pump from its resting place on the crankcase. Cropley Testoscope Co. designed a combination gage several months ago and report that it answers the need.

"At Ease, Men"

● Outboard motorboat racers have been using sponge rubber to take up the shocks. The Sponge Rubber Products Co. is making seat cushions and fillers of this material. If you want to see ideal driver comfort illustrated, get a copy of their pamphlet, "Solid Comfort." The editor will gladly tell them that you want a copy.

Starting Not Stopping

● Wagner Electric Corp.—Lockheed hydraulic is right—is distributing a device for making vehicles move instead of stopping them. It's the Ohio Flexon clutch plate. The center is flexible, there are



128 watch spring steel laminated springs encased in a dust-tight cover. Facings are held on 16 mounting surfaces alternately above and below the drive plate level to cushion shocks.

An inclined V-shaped radiator grill, single bar V bumper and horizontal side grilles mark the new White Models 701 and 702, the former carries single rear tires, the latter duals. Wheelbases are 132 and 156 in.

Features of New Whites

- **Model 701, rated 1¼-1½ tons, 8000 lb. gross weight, on 7.00/20 tires single front and rear, price $1085.**
- **Model 702, rated 1½-2 tons, 11,000 lb. gross weight, 7.00/20 tires, dual rear, price $1185.**
- **Major units in both: White L-head six-cylinder 240 cu. in. engine; White four-speed transmission, White full-floating bevel gear rear axle, hydraulic brakes, vacuum operated.**

White Bids for Volume with an All-White 1½-ton at $1085

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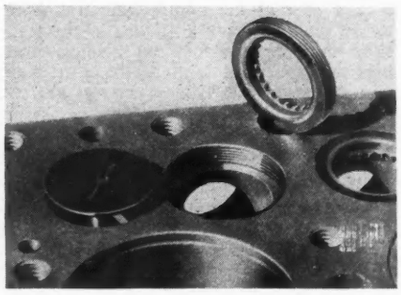
A PEEK behind the scenes before the White Co. unveiled two new models for the benefit of a group of salesmen, branch managers and company officials a few days ago revealed the trucks as Whites at new low prices. Model 701, rated 8000 lb. gross and 1¼-1½ on tonnage basis is priced $1085, and its companion, Model 702, which carries dual rear tires, lists at $1185. These figures are approximately $800 less than those of immediately preceding models in the capacity range. The company intimated that the price could be maintained only by attaining volume production.

The new models, seen on the assembly line, embody typical White features of design and are styled in the modern mode. The new L-head 240 cu. in. engine, the four-speed transmission and the bevel gear full-floating rear axle are built in the White factory. Stellite exhaust valve seat inserts are fitted, as in larger models; piston pins are pressure lubricated; the hydraulic brake system is actuated by a B-K reaction type vacuum cylinder and brake drums are made of gun-iron. The hand brake, on the rear of the transmission, has a gun-iron drum.

By JAMES W. COTTRELL
Technical Editor
Commercial Car Journal

While retaining the characteristic White radiator outline the new models carry a sloping V-front with chrome-plated radiator shell and painted grill. A horizontal grill replaces the usual hood louvers, or doors, and it occupies most of the area of the hood side. Attachable covers will close the openings in cold weather.



Stellite inserts are used on exhaust valve seats. There is a shallow V-groove at top of the cylinder bore

Heavier loading of front axles, a feature of the K series described in the September issue, is incorporated in the new models not to increase maximum load but to distribute weight more evenly on front and rear tires and to insure shorter wheelbase for a given load space.

The engine, which has six cylinders 3 5/16 x 4⅝ in., has integral cylinder and crankcase casting. It develops 150 lb. ft. of torque, 68 hp. at 2800 r.p.m., and is governed at 2400 r.p.m. This speed gives road speeds of 50 m.p.h. for the fastest rear axle ratio and 35 m.p.h. for the lowest. The ratios are: 5.1, 5.88 and 6.86. The engine is carried on two rubber pads at the front and on a vertical cross plate at the rear, bolted between the flywheel housing and transmission.

Full pressure lubrication is provided to main bearings, connecting rods and piston pins. The pins float in both rods and pistons. The pump is mounted on the outside of the crankcase and a special oil intake and oil filter are used to insure clean oil.

The Stellite exhaust valve seat inserts are screwed in and pinned. Plated cast-iron pistons are standard

and steel-backed bearings are used for both mains and connecting rods.

The four-bearing crankshaft is counterweighted and fitted with a vibration damper.

Oil pump and distributor are driven by an inclined shaft driven from a gear on the camshaft, and the water pump, fan and generator are driven by a double V-belt, tension of which is adjusted by moving the generator. Various sizes of generator pulleys are furnished for special conditions.

Power is transmitted through a single-plate dry clutch with automatic adjustment and ball-bearing throwout and a four-speed transmission. The latter contains heat-treated and case-hardened gears and is provided with power take-off opening. Ratios are 6.4, 3.0, 1.7 and direct. The gear lever is offset slightly because of the engine recess in the dash brought about by the forward location of the cab.

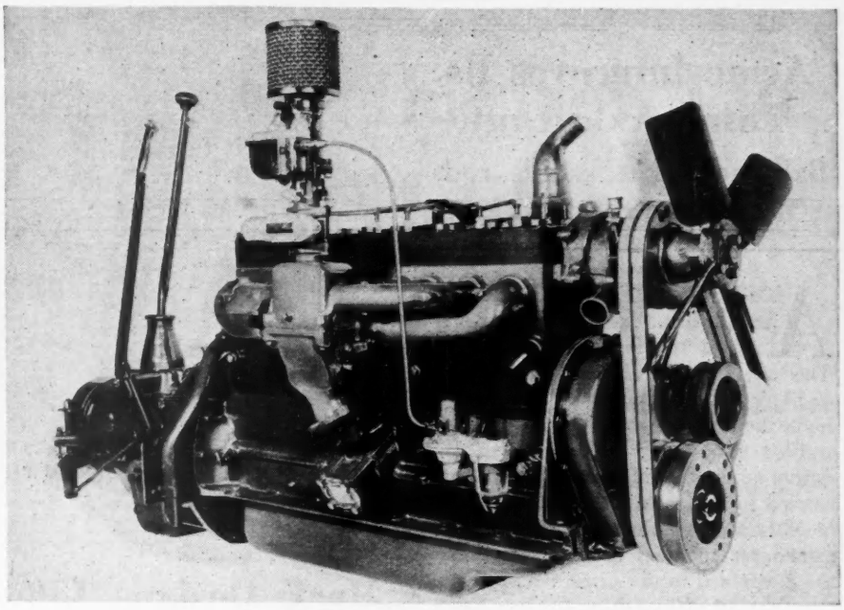
The rear axle housing, of the banjo type, is cast in one piece with pressed-in steel tubes and tapered roller bearings for the wheels. The pinion is straddle-mounted.

Side rails of the frame are 7 x 2 25/32 x 7/32 in. and are heat-treated on the longer wheelbase, 156 in. Standard wheelbases are 132 and 156 in. Cross members are frame depth and gusseted. Universal joints are of needle-bearing type.

Cast-steel, spoke-type wheels are standard but disk wheels are furnished on order at extra cost.

Fuel is carried in a 21½-gal. tank carried under the driver's seat and it is fed to the downdraft carburetor by a mechanical pump.

Driver comfort was considered an important feature in design. The cab is 60 in. wide and provides about 1½ in. more leg room than usual. The seat may be placed in any one of three positions and the same number of adjustments are provided on the steering gear. The dash, toe boards and floor boards are insulated to reduce heat in the front compartment and air for ventilation is directed against the toe boards, where most needed.



The six-cylinder engine used in the new models has integral cylinder and crankcase casting. The four bearing crankshaft carries a vibration damper

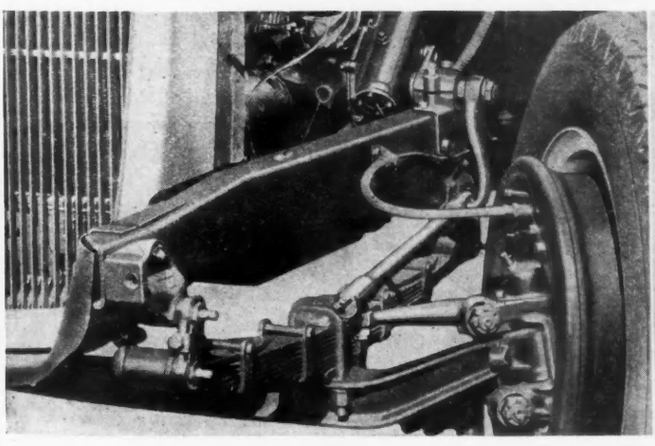
The cooling system is designed to maintain proper operating temperature under extreme conditions. Radiating capacity will take care of outside temperature of more than 100 deg. F. A thermostat is used in the cylinder head top outlet and a thermostatically controlled radiator shutter can be placed behind the grill and serviced without removing the grill.

The water pump is bolted to the top of the cylinder water jacket and it extends above the top of the block forward of the cylinder head. The back of the pump housing is closed with a steel plate. A heavy extension of the pump housing carries the outer end of the shaft beyond which the double V pulley and the fan are attached. The shaft outboard bearing is of the double, tapered-roller, back-to-back type.

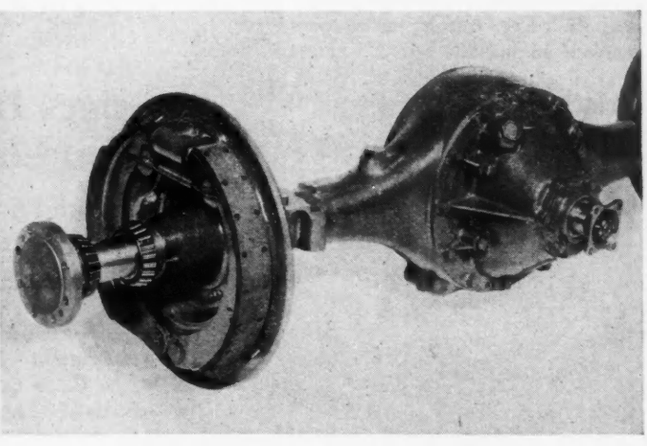
Oil filler tube and dip stick are placed on the left side and the crankcase breather tube extends down on the right side at the rear of the block.

Front springs are shackled at the front and the rear springs carry semi-elliptic helpers above the main springs. Drive and torque are taken through the rear springs. Springs have two leaves wrapped around the eyes, for safety.

Complete specifications of both models will be found in the Specifications Table on page 48 in this issue.



Steering gear housing is carried above the frame side rail. Front springs are shackled at the front

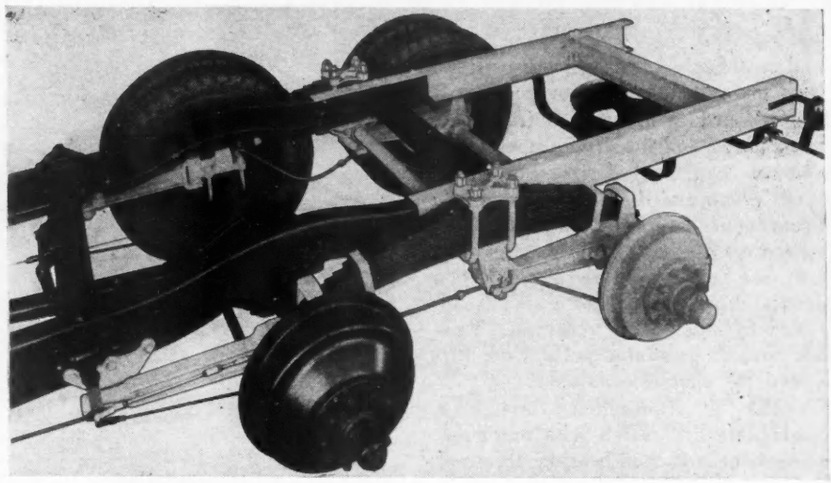


The full floating rear axle embodies a one-piece cast housing with gears in removable carrier

Acme Improves Its Third Axle Unit

Ball-and-socket radius rods used on both rear axles

ACME SIX WHEELER CO., Cadillac, Mich., has improved its six-wheel unit for Chevrolet trucks. The new unit, designated Model 21, employs ball and socket radius rods on both the driving axle and the Acme trailing axle. The brake hook-up requires no cross shaft, brake pull being carried to the extra axle through flexible cables. Seven extra leaves are furnished for the rear springs and these are assembled in the Chevrolet springs, more than doubling the capacity of the springs. Frame extension channels are furnished to give any desired length of frame back of cab. The back of cab to point midway of two rear axles dimension is 71¼ in. on 131 in. wheelbase chassis and 97¼ in. on the 157 in. chassis.



Model 21, improved Acme six-wheeler for Chevrolet trucks

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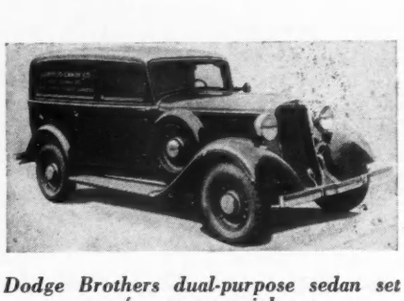
Dodge Dual-Purpose Job Clever Idea

Standard sedan convertible into commercial unit

DODGE BROTHERS is offering a new dual-purpose vehicle designed for use by salesmen and delivery men. The vehicle is a standard commercial sedan which may be converted into a two-door passenger sedan.

For commercial use removable steel signs, lettered like body panels, are placed behind the rear side glass panels. For conversion to passenger service an upholstered rear seat is installed through the wide rear door which carries a large window with regulator. The entire interior, including the rear door, is upholstery lined.



Dodge Brothers dual-purpose sedan set up for commercial use

Mack Designs Jobs for Hauling Beer

Low-bed chassis places top of floor 32 in. from ground

THE Mack company has developed a truck and body design for handling beer in kegs.

The design embodies a low-bed chassis and a body with the floor close to the frame. It places the top of the floor loaded only 32 in. from the ground, which is 19 in. lower than a straight floor without wheelboxes.

The kegs are loaded on end for the first layer except those between the wheelboxes. These wheelboxes are of a height which, added to the diameter of a keg, "level-out" the first layer so that kegs may be laid above in tiers.

Two chassis models are available in this special design. They are the BX and AK-4. The latter is recommended for city operations where heavy loads are carried relatively short distances.

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Briggs Has 2 New Oil Clarifiers

One model is designed for heavy duty, other for light

BRIGGS CLARIFIER CO., Transportation Bldg., Washington, D. C., is now in production on two models of oil clarifiers, Model H for engines up to 250 hp., and Model J for lighter duty equipment.

Both clarifiers operate on the same principle, pressure percolation, which utilizes the engine lubricating system pressure. Oil is forced upward through a container filled with Fuller's earth, a material used in refineries, passing through metal filter cloth at top and bottom. The filter material is treated and packed to prevent channeling. It absorbs dirt, impurities, abrasive particles, acids and products of decomposition and oxidation of the oil. Water is removed and is drained from a sump in the bottom of the clarifier. A relief valve prevents excessive pressure on the unit.

The makers advise that the refill be changed when a drop of oil dropped from the dip stick on clean paper shows a dark mark, ordinarily about 8000 to 10,000 miles. They state that if refills are changed according to this program and good oil is used that oil need not be changed.

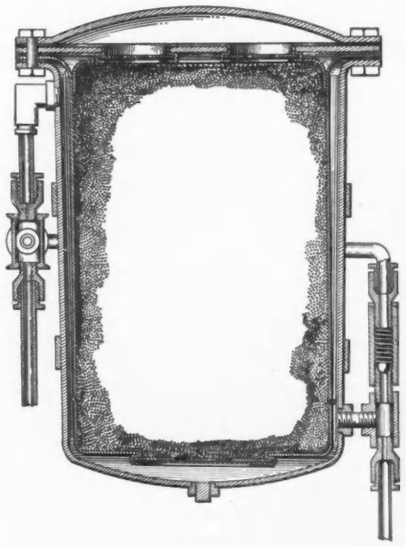
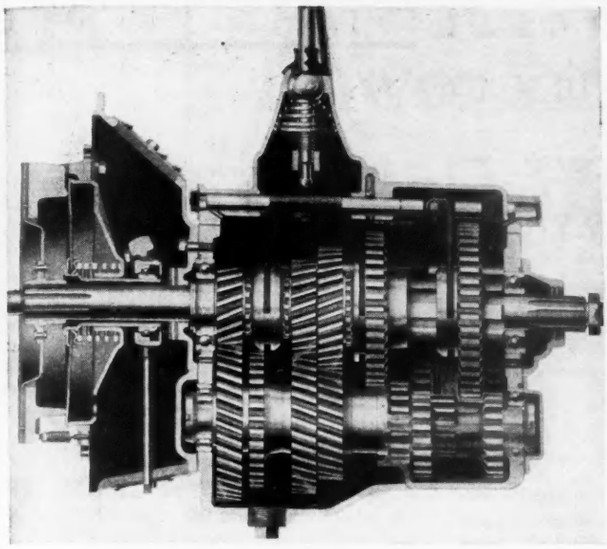


Diagram showing operating principle of the Briggs clarifier. Oil is forced upward through a container filled with Fuller's earth, a material used in oil refineries



Three sets of helical gears are used in the five-speed transmission of the new Brown-Lipe line

B-L Has New Line of Helical Gear Transmissions

Four series are available for trucks rated from ½ to 7 tons. New features

THE Brown-Lipe division of the Spicer Mfg. Corp. has introduced a complete line of helical gear transmissions for trucks. The new transmissions are available in four- and five-speed models and an eight-speed type, the latter comprising a four-speed transmission with a two-speed reduction gear box built on the rear. The four-speed set has two sets of helical gears, for countershaft drive and quiet third; there are three sets of helicals in the five-speed set and the eight-speed assembly uses two sets of helical gears in the main transmission and two in the rear reduction box.

Features of the new transmissions include: a more rigid and compact single case, especially on the five-speed type; large diameter shafts, lower loads on gear teeth and bearings. Thrust from the helical gears is taken by ball bearings.

Four series comprise the new line, the 2000 series being adapted for trucks rated from ½ to 2 tons, 3000 series for trucks of 2 to 3 ton rating, the 5000 series for 4- to 5-tonners and the 7000 series for 5- to 7-ton trucks.

The five-speed models are furnished with direct on fourth and overdrive fifth or with direct on fifth. The eight-speed model can be furnished with an overdrive in the auxiliary gear box. The eight-speed units are available in three models, 3481, 5481 and 7481. Ratios of the 5481 are:

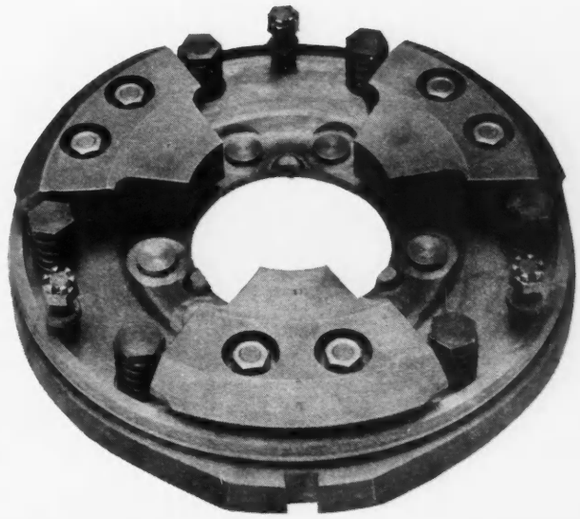
Low	9.10	5th	1.88
2nd	4.39	6th	1.76
3rd	3.90	7th	1.00
4th	2.34	8th	.75

A high speed reverse is optional in the lighter models, as shown in the table of ratios. Gears are case-hardened, normalized chrome nickel molybdenum forgings. Power take-offs can be installed on either side of the case.

The clutch throwout bearing is lubricated by a tube extending downward through a handhole cover on the bottom of the housing. The cover has a rubber insert with a slot permitting the tube to move with the throwout bearing when the clutch is released.

The transmissions can be furnished with single or double plate or multiple disk clutches and in addition the Spicer Powerflo clutch is supplied. This clutch makes use of centrifugal force to apply pressure to the plate. The principle of operation of the passenger car and truck sizes is the same but the latter is adapted to mounting in a cup-shaped flywheel. When used with freewheeling the Powerflo clutch eliminates the use of the clutch pedal in all ordinary driving and when used without freewheeling the clutch pedal is not used except when shifting gears with the vehicle in motion.

	Model 2252	Model 2253	Model 2352	Model 2353	Model 3352	Model 3353
Direct on	5th	4th	5th	4th	5th	4th
Low Rev.	7.32	5.23	7.70	6.12	7.93	6 54
High Rev.	(Opt)	(Opt)	4.40	3.50	4.53	3.74
First	7.32	5.23	7.70	6.12	7.93	6.54
Second	4.25	3.60	4.55	3.62	4.58	3.77
Third	2.21	1.83	2.35	1.87	2.47	1.92
Fourth	1.40	1.00	1.45	1.00	1.46	1.00
Fifth	1.00	.78	1.00	.79	1.00	.77



Centrifugal weights engage the Powerflo clutch without pedal action as the engine is accelerated

COMMERCIAL CAR JOURNAL

NEWS

Production Makes Big Gain

Motor truck production in the United States and Canada reached 36,632 in September of this year, as compared with 20,003 in September of 1932. Production for the nine months of 1933 was 281,697, which compares very favorably with the 196,786 units produced in the same period of 1932.

Coyle Chevrolet G.M.

M. E. Coyle has been appointed general manager of Chevrolet. Mr. Coyle joined General Motors Corp. in 1911.

He appointed William E. Holler to succeed H. J. Klingler as general sales manager. Mr. Holler was formerly assistant general sales manager for Chevrolet in charge of the Eastern half of the United States.

Kimmerling AC President

F. S. Kimmerling has been appointed president and general manager of AC Spark Plug Co. to succeed Harlow H. Curtice, who was made general manager of Buick Motor Co.

Ford Show May Tour

Materials and parts suppliers, who contributed extensively to Ford Motor Co.'s Exposition of Progress in Detroit, report that they have been asked by the Ford company to contribute to shows in other key points in this country in the near future. According to the reports, it is Ford's intention to take his own "World's Fair Exhibit" to the people. It is estimated the show cost the Ford Motor Co. about $100,000 for the week in Detroit, aside from the thousands expended by the suppliers.

GM Costs Up $21 per Car

General Motors labor costs under the NRA have increased approximately an average of $21 per car, aside from labor increases on raw materials, William S. Knudsen, newly appointed executive vice-president, General Motors Corp., revealed. Such increases differ among the car companies involved. He did not commit himself regarding possible price changes for next year. It was made clear, however, that reductions certainly were not to be anticipated.

Fruehauf Expands Body Plant

The Fruehauf Trailer Co., Detroit, is adding 40,000 sq. ft. of floor space to its body plant of the most modern type. When completed, early in December, this will be one of the largest and finest commercial body plants in the entire country.

Dodge Sells 19,059 Trucks

For the period of 1933, ending Oct. 21, Dodge dealers sold a total of 19,059 trucks.

Coming in December

The Pennsylvania Railroad's nation-wide store-door collection and delivery service of less-than-carload freight which will become effective Dec. 1 will be described in detail in the December number of the Commercial Car Journal. The article will analyze the effect of the service on motor truck haulers.

Franz W. Cook

Franz W. Cook, 35, engineer for Carter Carburetor Corp., of St. Louis, was killed in an auto accident in Germany, where he had been assigned on an experimental matter.

Charles H. Russell

Charles H. Russell, 39, manager of the national accounts division of The B. F. Goodrich Co. truck and bus tire department, died in Chicago following a heart attack.

Louis Logie

Louis Logie, 53 years old, regional manager for Dodge Brothers in Cincinnati, died of a heart attack in his hotel room.

Joseph Gerson

Joseph Gerson, president of the Duplex Truck Co. and partner in the Gerson-Carey Brass Foundry, both of Lansing, died of heart disease.

Newton A. Wolcott

Newton A. Wolcott, 58, president of the Packard Electric Co., died at Warren, Ohio.

Job Wanted

John J. Lanahan (35), 49 W. Eagle Rd., Upper Darby, Pa. Assistant to Transportation Executive. Experienced in operation, purchase and maintenance of trucks and cars. Can analyze and intelligently present operating cost. Can install and supervise record system for fleet. Five years with **Texas** Company. Three and one-half years with Amer. Tel. & Tel. Co. Available at once and can travel.

Two New Winter Oils

Two new oils, designated as 20-W and 10-W and intended to facilitate starting, are being recommended by automotive manufacturers in their instruction books for 1934. Refiners are planning to supply these oils. The classification for these two new oils is as follows: Viscosity at 0 deg. F.—20-W, 40,000 maximum, 10,000 minimum; 10-W, 10,000 maximum, 5000 minimum.

Steinbrink to New York

Herbert E. Steinbrink has been appointed manager of the New York branch of the Highway Trailer Co., 32-01 Queens Blvd., Long Island City. He has been transferred to this position from its Philadelphia branch. Mr. Steinbrink was formerly with the Sterling and La France Republic truck companies.

Messerly, Secoy and Willetts

William F. Messerly has been made manager of the New York branch of the Fruehauf Trailer Co. Paul G. Secoy has been made branch manager for the Akron territory, and E. H. Willetts has charge of national accounts for the New York territory.

Harris With Brandt-Warner

Sid. G. Harris, formerly sales engineer and eastern representative for Continental Motors Corp., is now employed in a similar capacity by Brandt-Warner Mfg. Co., York, Pa., maker of axle shafts. His headquarters are 33 West 60th St., New York City.

B.L.M.A. Elects Littlefield

The Brake Lining Manufacturers' Association, Inc., elected W. Joseph Littlefield as general manager, secretary and assistant treasurer of the association with headquarters and new offices at 370 Lexington Avenue, Room 2400, New York City.

Ray Heads Dealer Sales

United States Rubber Co. announces the appointment of J. C. Ray as manager of the automobile tire department, dealer sales.

Salter Borg-Warner S.M.

William E. Salter of Dallas, Tex., has been named sales manager of the Borg-Warner Service Parts Co.

Wagner Moves Branch

The Wagner Electric Corp. has moved its Cincinnati factory branch to a new building, facing the Parkway.

Price of Glycerine Reduced

The Glycerine Producers' Association reports that the price of glycerine antifreeze has been reduced to $1.45 per gallon.

17 States Fail to Agree

(CONTINUED FROM PAGE 11)

legislators, one from each of the two legislative houses, and the third member to be the motor vehicle administrator. New Jersey didn't favor setting up another agency, maintaining that there were enough groups now committed to uniformity, a display of "sentiment" which the resolution previously mentioned saw fit to ignore.

With so little of a constructive nature to guide it, it was no wonder the conference resolved its inability to frame code recommendations. The unpreparedness of the delegations to act constructively was, perhaps significantly, illustrated by the behavior of the Pennsylvania delegation. It was Pennsylvania, you know, which originally proposed the Interstate Conference. The excellent example it set in this regard was not sustained in the conference itself. Instead of maintaining its leadership Pennsylvania had not a single recommendation to make. Its spokesman contented himself with the observation that a perusal of the codes recommended by various highway and engineering bodies had convinced him that perhaps Pennsylvania had been a little too liberal in its restrictions and that "maybe we'll do away with some of the liberality."

● *Two Other Resolutions*

Two other resolutions were unanimously approved by the conference. One resolved that "it is the sense of this conference that there is a tendency toward a reduction of lengths and weights rather than an increase." The other declared "that the interests of taxpayers and private non-commercial motorists must be recognized as paramount in determining the dimensions and weight of motor vehicles."

The opening session of the conference was pervaded with an air of earnestness and seriousness which indicated that the speakers, at least, considered the occasion momentous and expected conclusions which would have a far-reaching effect.

Governor Gifford Pinchot, of Pennsylvania, welcomed the delegates and urged that the single principle, "the public good comes first," be the one on which deliberations proceed. "Use of the highways by the rank and file of the people is the fundamental use," he said. "All other uses should be regulated accordingly." He closed his brief talk deploring "the tendency toward gigantic trucks which endanger the lives of motorists." It was a grandstand finish slightly erroneous as to fact because for 5 years at least the tendency has definitely been the other way.

Chairman Toll sounded the keynote. "Present disharmonies between states cannot continue," he said. "One of two things must happen. Either the Federal Government must take over the States' powers or the States must learn to coordinate their activities." He added that not only the public but also the professional political scientists were watching this "experiment in cooperation" with great interest as something that "may sow the seeds of a new type of regional coordinated action of State governments." He termed the conference "an unprecedented attempt to establish inter-legislative action."

● *Purposes of Conference*

He told the delegates what they were there for: "In the hope of agreeing on a uniform code that shall specify how large and how heavy motor vehicles shall be and in the further hope of accomplishing not only this code but of setting up machinery for revising it from time to time as conditions warranted." His address carried the intimation that he expected the recommended code of the American Association of State Highway Officials to be the basis on which discussion would proceed. (This expectation was likewise apparent in all of the "viewpoint speeches" which followed directly.) Then cautioning the delegates that the views they were about to hear would be partisan and that "their task would be to give them judicial consideration as representatives of government," he opened the conference to expression of viewpoints by the different elements vitally involved in highway transportation regulation.

The public's viewpoint was interpreted by William J. Cunningham, professor of transportation, Harvard University. He urged strongly the need of uniformity.

"The last two decades," Professor Cunningham said, "have shown that commercial vehicles, within their proper sphere, certainly have characteristics which are of inherent value to the community. They have a definite economic advantage over railroads. The only grievance railroads have is when commercial trucks and buses compete for business beyond their economic limit."

Previously he had said that "no policy has yet been decided upon as to whether vehicles should be designed to fit highways or highways to fit vehicles." (Later on, in stating the policies of the U. S. Bureau of Public Roads, Mr. Fairbanks said that the Bureau favors building roads to fit vehicles that have now come into general use.) Professor Cunningham argued that "it is questionable if the modern multi-lane highway was made necessary by the large bus and truck. It is a product of the modern motor era. It is not proper to say that the larger vehicles are responsible for the higher cost roads."

While not endorsing any code, he said the A.A.H.O. and U. S. Bureau of Public Roads recommended codes had worth because they were the products of long study. The former was a compromise, he declared, and under it more of the present limits would be lowered than increased. Any reasonable regulation of sizes and weights will have a limited effect, he pointed out, because it would control only a relatively small percentage of vehicles now in use.

The viewpoint of the private passenger automobile owner was presented by Ernest N. Smith, vice-president of the American Automobile Association. It was a jewel sparkling with fairness. Explaining that the A.A.A. has a membership of 1,000 motor clubs with 400,000 enrolled motorists, Mr. Smith said:

"The passenger car owner is reconciled to the fact that commercial vehicles have a just share in the highways. He wishes only to stabilize his relations with commercial vehicle operators to insure safety and comfort on the highways. As a citizen, he is a shipper and receiver of goods and must have unhampered use of highway transport."

● *A.A.A. Endorses Code*

The A.A.A., he said, endorses the AAHO code as possessing standards which provide the necessary prerequisites for safeguarding public interest and providing safety and comfort on the highways. He recommended, however, that a speed limit be included in the code because most of the criticisms of trucks and buses received from A.A.A. members is based on the fast driving of commercial vehicles.

Regulation of commercial vehicles, Mr. Smith warned, "cannot take into account the exigencies of any other form of transportation. Along such road lies grave danger to public welfare."

The general viewpoint of the shippers was given by Major Roy F. Britton, director of the National Highway Users Conference. The factors to be taken into consideration in devising uniform limits, he told the delegates, were safety, convenience of all users of highways, protection of highways from damage, and preservation of the efficiency of highway transportation to provide full economic value. He quoted from the Coolidge committee report that "we cannot invent restrictions for the bene-

(TURN TO PAGE 56 PLEASE)

COMMERCIAL CAR JOURNAL'S

TRUCK SPECIFICATIONS TABLE

The Commercial Car Journal's Truck Specifications Table is brought up to date in each issue from data supplied monthly by truck manufacturers

KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price—Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.
***—List price not yet established. Ready next issue.
Tonnage Rating—Where a spread of ratings is given the maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions.
Gross Vehicle Weight—Is chassis weight, plus body and cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.
Chassis Weight Stripped—Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.
Maximum Brake H. P. at Given R.P.M.—Is actual dynamometer reading without accessories.
Tractors—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tractors.
(N) Not available as tractor.
(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.
(3) **Corbitt**—Larger engines and corresponding auxiliary units provided on all models at extra cost.
(4) **Day Elder**—Model 75—1½ ton—same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.
(5) **Dodge**—F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2645. G-81 available as special tractor truck with 146-inch wheelbase with model designation of G-80, at $5250. Model G-82 available as special tractor truck, with 146 in. wheelbase, with model designation of G-80 at $5250 and with 170 in. wheelbase with model designation of G-81 at $5285.
(5a) **Dodge**—Model H20, ¾-1 ton, gross vehicle weight 6,000 lb., price $502, has same specifications as H30 except tires which are 7.50/17 and lighter rear springs.
(6) **General Motors**—Models T-18 to T-61 inclusive are also available for export only as coach chassis. Double reduction axles optional in Models T-43 T-51, T-61, T-83 and T-95 at extra cost. Trailing type axles available on Model T-95 at price deduction. Optional size engines available on Models T-85, T-85H, T-95, T-110 and T-130 at varying cost
Gramm—Larger engines and corresponding auxiliary units provided on all models at extra cost when type of service demands. Wheelbases and body mounting dimensions may change to suit special requirements. Double reduction axles available on all models except AX and BX.
Gross weight indicated for each model in the table is the straight rating.
Series CXH is supplied with Hercules JXB engine in Model CXHB and Hercules JXC in Model CXHC.
(7) **Grass Premier**—Eight cylinder engines available on following models: 835 with Lyc. GU at $1515 list; 865 with Lyc. HF at $4230; 875 with Lyc. AE at $5400.
(8a) **International Harvester**—A-1, ¾ ton, same as A-2 except less spring leaves and smaller tires.
(8b) All Torque and Brake Horsepower values listed are based on engine outputs with all Standard Equipment Accessories running and are the same values obtaining with the truck on the road in actual operation.
(9) **Le Moon**—Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 6SRL at same cost.
(10) **Sterling**—Rocker arm used in place of springs
(*) **Sterling**—These models also available equipped with Cummins Model H Diesel engine.
†**Reo**—Models 1C and 1D are the longer wheelbase editions of Models 1A and 1B. The frame dimension of both is 7x2¾x⅛. They are furnished at extra cost.
††**Reo**—2J,2K same as 2H except 166 in wheelbase and price of $1695
††**Reo**—3J same as 3H except wheelbase of 170 in. and price of $2085; 3K same as 3H except 185 in. wheelbase and price of $2155. 3M same as 3H except 205 in. wheelbase.
(11) **Studebaker**—S-2 in 141 in. and 165 in. wheelbases has 6⅜ in. frame depth.
(12) **White**—Each model shown is furnished with different specifications for different tonnage ratings.
*—Factory governed speed 2400 r.p.m.
(13) **Marmon-Herrington**—Available with Hercules Diesel engine at extra charge of $1950
(14) **Ford**—Rear axle ratios 5.14 and 6.6 optional on 1½-ton trucks.

MAKES—ALL

AB—American Bosch.
A LaF—American La France.
AL—Auto Lite.

B—Bendix.
BB—Borg & Beck.
BL—Brown-Lipe.
BO—Bendix front, Own rear.
Blo—Blood.
Bu or Bud—Buda.
BW—Borg Warner
BWs—Bendix front, Westinghouse rear
C or Col—Columbia.
Car—Carter.
Ch—Chicago.
CI—Ignition by compression.
Cl or Cla—Clark.
Cle—Cleveland.
Co—Covert (transmission).
Co—Covert (clutch)
Con—Continental.
Cot—Cotta Gear.
Cum—Cummins-Diesel

Det—Detroit Lubricator.
DG—Detroit Gear and Machine.
DR—Delco Remy.

Eat—Eaton.
Ei—Eisemann.
En—Governor built in engine
EV—Electro-Vac (gov.) Pierce.

Fe—Fedders.
Fu—Fuller.

Ge—Gemmer.
GO—G. & O.

Ha—Handy (governor).
Ha—Hannum (steering gear).
HaS—American Car & Fdry.
Her—Hercules.
Hr—Harrison
HS—Merchant & Evans (clutch).
HS—American Car & Fdry. (governor).

Jac—Saginaw.
Jo—Jones.

KP—Handy.

L—Lockheed.
Li—Lipe, W. C.
LN—Leece Neville.
Lo—Long.
LO—Lockheed front, Own rear
LW—Lockheed front, Wisconsin rear.
Lyc—Lycoming.

Mc—McCord.
Ma—Marvel.
ME—Merchant & Evans.
MM—Mechanics Mach.
Mo—Modine (radiator).
Mo—Monarch (governor).
My—Mallory.

NE—North East.
No—Not supplied.
ns—No Standard.
O or Ow—Own.
Op or Opt—Optional.
Pe—Pierce (governor).
Pe—Perfex (radiator).
PS—Peters & Snead.
RB—Robt. Bosch.
Ro—Rockford.
Ros—Ross.
Sc—Scintilla.
Sch—Wheeler-Schebler.
Shu—Shuler.
SpB—Spicer and Blood
Spi—Spicer.
Ste or St—Sterling.
Str—Stromberg.
Til—Tillotson.
T or Tim—Timken
TWH—Timken Wisconsin Herrington
WG—Warner Gear.
Wa—Waukesha (governor).
Wau—Waukesha.
W or Wis—Wisconsin
Ws—Westinghouse.
Yo—Young
Zen—Zenith.

BRAKES—SERVICE

Location

2—Two Wheels, rear only.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
4/6—Brakes on four rear wheels effective on all wheels through driveshaft.
T/4—Brake on transmission effective on all four wheels through driveshaft.
4—Four Wheels, front and rear
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.
J—Jackshaft.
P—Propeller shaft.

Type

I—Internal.
X—External.

Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location

C—Center of double propeller shaft
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gearshaft
T—Transmission.
F—Driveshaft.

Type

D—Tru-Stop disk.
I—Internal.
X—External.

BRAKE DRUMS

Material

a—Cast alloy iron.
A—American Car Fdry.
C—Centrifuse
D—Dayton.
E—Ermalite.
G—Gunite.
H—Hunt Spiller.
c—Cast iron.
p—Pressed steel
P—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

CLUTCH

Type

D—Multiple disk.
dp—Double plate.
O—Plate in oil.
P—Single plate

ENGINE

Valve Arrangement

F—Inlet valve in head; exhaust valve at side.
H—In head.
L—"L" head, valves at side.
T—Inlet and exhaust on opposite sides.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.

FRAME

Type

I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.
D—Drop Center
Tf—Tapered front
X—x-Braced

FUEL SYSTEM

Fuel Feed

E—Electric pump.
G—Gravity.
M—Mechanical pump.
P—Pressure.
V—Vacuum.

REAR AXLE

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full-floating
2—Double Reduction.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional.
½—Semi-floating.
¾—Three-quarter floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss. (springs)
R—Radius Rods
T—Torque Arm.
U—Torque Tube.

SPRINGS

Auxiliary Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.
N—No.
O—Optional.

TIRES

B—Balloon.
DB—Dual Balloons.
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics
S—Solids.
DS—Dual Solids.
°—Pneumatics at extra cost.

TRANSMISSION

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary Location

No—Not furnished.
O2—2 speed axle unit optional at extra cost.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

WHEELS DRIVEN

2C—Center pair of rear wheels
2R—Rear pair of rear wheels.
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels

COMMERCIAL CAR JOURNAL'S

CORRECTIONS ARE MADE EACH MONTH FROM DATA SUPPLIED DIRECT BY TRUCK MAKERS

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	A.C.F. 160	6	6950	186	222	26000	10170	B9.75/22	B9.75/22	HaS 160	6-4¼x5½	BL 1714	U 4	Op	Tim 76730	2F	R	7.46	52.7	8x3	P
2	175B	6½	8300	186	222	26000	10750	B10.50/22	B10.50/22	HaS 175	6-5x6	BL 714	U 4	Op	Tim 76730	2F	R	7.46	38.6	8x3	P
3	175A	7½	8800	186	240	30000	11610	B10.50/24	B10.50/24	HaS 175	6-5x6	BL 714	U 4	Op	Tim 79730	2F	R	7.48	38.7	8x3	P
4	Armleder 11Ha	2–3	1570	156	195	11500	4070	B7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	Fu WOBB	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	P
5	21Ha	2½–4	2185	160	207	15300	4783	B8.25/20	DB8.25/20	Her WXB	6-3¾x4½	Fu MLU	U 4	No	Tim	BF	H	6.06	38.5	6x3x¼	P
6	31Ha	3½–5	2745	146	213	19500	5838	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim	BF	R	6.02	39.2	7x3x¼	P
7	41Ha	4–5½	3050	160	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim	BF	R	6.83	43.8	7x3x¼	P
8	61Ha	5–7	3625	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu MGU	U 4	No	Tim	WF	R	8.5	55.2	8½x3x⅜	P
9	71Ha	7–9	4595	164	235	29500	7800	B10.50/20	DB10.50/20	Her YXC	6-4¾x4¾	Fu VUOG	U 5	No	Tim	WF	R	8.5	55.2	8½x3x⅜	P
10	TRDA	10	3895	148	174	39000	6450	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu VUOG	U 5	No	Wis	2F	R	7.8	56.8	7x3x¼	P
11	Autocar RG	2½	3000	150	192	.....	6100	P34x7	DP34x7	Own R	6-3¾x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
12	D	3	3500	150	192	.....	6140	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
13	DF	3½	3950	150	192	.....	7010	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
14	DH	4	4150	150	174	.....	7400	P36x8	DP36x8	Own SD	6-4x4¾	Own T	U 4	No	Own N	2F	H	8.57	54.3	8x3x¼	T
15	N	4	4650	191	227	.....	8275	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No	Own N	2F	H	7.20	45.6	9x3x¼	T
16	NF	5	4750	151	227	.....	8370	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
17	S	5	5500	168	168	.....	9675	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	A 3	Own CG	2F	H	8.52	54.0	9x3x¼	T
18	C	7½	6650	158	176	.....	11784	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	BL 734	U 4	A 3	Wis 78720	2F	H	9.92	121.	10½x3x⅜	T
19	CE	7½	6000	172	203	.....	10300	S36x7	DS40x8	Own SCM	6-4½x4¾	Own T	U 4	No	Own C	2F	R	8.57	52.6	9x3x¼	T
20	CBS	7½	6200	203	203	.....	9800	P42x9	DP42x9	Own SCM	6-4½x4¾	Own B	A 4	No	Own C	2F	H	8.57	52.6	9x3x¼	T
21	T	7½	5900	192	242	.....	9680	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No	Own TG	2F	H	7.20	88.5	9x3x¼	T
22	TE	8½	6300	214	228	.....	10020	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	BL 735	U 5	No	Own CG	2F	H	7.20	87.6	10½x3x⅜	T
23	(Eng.und.seat) UD	3	3500	97	145	.....	6740	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No	Own H & D	2F	H	6.21	39.3	8x3x¼	T
24	UDF	3½	3950	127	145	.....	7655	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
25	UN	4	4650	96	163	.....	8635	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No	Own C & N	2F	H	7.20	45.6	8x3x¼	T
26	UNF	5	4850	128	163	.....	9200	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
27	US	5	5300	109	109	.....	9115	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
28	UT	6	5900	128	163	.....	9660	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
29	UTE	8½	6300	145	163	.....	10525	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	Own T	U 4	A 3	Own CG&TG	2F	H	7.20	45.6	10½x3x⅜	T
30	Available W	140 2	1350	Op	Op	11400	4000	B7.00/20	DB7.00/20	Wau ZK	6-3⅜x4½	WG T9	U 4	No	Tim 53200	SF	R	6.6	42.2	10x2½x⅜	TX
31	W	200 2½	1850	Op	Op	13400	4500	B7.50/20	DB7.50/20	Wau TL	6-3⅜x4¾	BL 224	U 4	No	Tim 54300	SF	R	6.8	43.5	10x2½x⅜	TX
32	W	230 3	2250	Op	Op	16300	5500	B8.25/20	DB8.25/20	Wau 6-90	6-3⅜x4¾	BL 234	U 4	No	Tim 56200	SF	R	7.4	47.4	12x2½x¼	TX
33	W	300 3½	2750	Op	Op	20700	7000	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Fu 5A-380	U 5	No	Tim 58205	SF	R	7.8	54.6	12x2½x¼	TX
34	W	400 4	3750	Op	Op	25500	8200	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5½	BL 615	U 5	No	Tim 65720H	WF	R	8.5	55.6	12x2½x¼	TX
35	Biederman 10	1–1½	895	130	160	6000	2800	B6.50/18	B6.50/18	Con 25A	6-3⅜x4	BL 124	U 4	No	Cla B373	BF	R	5.10	31.6	7x3x⅜	T
36	20	1–1½	1195	145	175	8000	3200	B6.00/20	DB6.00/20	Con 25A	6-3⅜x4	BL 124	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x⅜	T
37	25	1½–2	1250	160	175	10000	3450	B6.50/20	DB6.50/20	Con 25A	6-3⅜x4	BL 124	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x⅜	T
38	30	1½–2	1495	163	178	12000	4100	B7.50/20	DB7.50/20	Con 25A	6-3⅜x4	BL 124	U 4	No	Cla B611	BF	R	6.37	39.4	7x3x¼	T
39	35	2–2½	1850	146	188	12000	4680	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Cla B611	BF	R	6.37	40.8	7x3x¼	T
40	40	2½–3	2100	158	188	16000	4840	B8.25/20	DB8.25/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Cla B611	BF	R	6.37	40.8	8x3x¼	T
41	50	2½–3	2400	176	188	20000	5600	B9.00/20	DB9 00/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Cla B805	BF	R	6.42	41.2	8x3x¼	T
42	55	3–3½	2750	180	200	20000	6450	B9.00/20	DB9.00/20	Con E602	6-4¼x4½	BL 524	U 4	Op	Cla B805	BF	R	6.42	46.7	8x3x¼	T
43	60	3½–5	3150	170	200	24000	6820	B9.75/20	DB9.75/20	Con E602	6-4¼x4½	BL 524	U 4	Op	Cla B805	BF	R	7.17	52.1	8x3x¼	T
44	70	3½–5	3600	150	210	24000	7530	B9.75/20	DB9.75/20	Con E602	6-4¼x4½	BL 524	U 4	Op	Wis 1237	2F	R	8.00	58.7	8x3½x¼	T
45	80	5–7	3900	150	210	28000	7800	B10.50/20	DB10.50/20	Con E603	6-4¼x4½	BL 524	U 4	Op	Wis 1237	2F	R	8.94	65.1	8x3½x¼	T
46	Brockway 80C	1½–2	1185	149	168	10500	4035	B6.50/20	DB6.50/20	Con 26B	6-3⅝x4	Wa T9	U 4	No	Tim 53200H	SF	H	5.66	36.2	7 7/8x2½x11/32	T
47	90C	2–2½	1485	149	186	12500	4480	B7.00/20	DB7.00/20	Con 28B	6-3⅝x4⅝	Wa T9	U 4	No	Tim 54300H	SF	H	5.83	37.4	7 7/8x2½x11/32	T
48	100C	2–3	1800	168	200	15000	4985	B7.50/20	DB7.50/20	Con 28B	6-3⅝x4⅝	Fu	U 5	No	Tim 54300H	SF	H	5.83	46.0	7 7/8x2½x11/32	T
49	120C	2–3	2090	156	188	15000	5640	B7.50/20	DB7.50/20	Con 30B	6-4x4½	BL 314	U 4	No	Tim 54300H	SF	H	5.83	38.5	7½x3x¼	T
50	140C	2½–3½	2690	156	200	17500	6385	B8.25/20	DB8.25/20	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 4916L	2F	R	6.66	43.5	7½x3x¼	T
51	150C	2½–3½	2540	188	200	18500	6000	B8.25/20	DB8.25/20	Con 32B	6-4¼x4½	Fu 5A38	U 5	Op	Tim 56200H	SF	R	5.71	35.0	7½x3x¼	T
52	141C	3–4	3175	170	200	19500	7450	B9.00/20	DB9.00/20	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 70000L	2F	R	7.0	46.2	8x3x¼	T
53	160C	3½–4	3175	188	200	21000	7500	B9.00/20	DB9.00/20	Con 32B	6-4¼x4½	Fu 5A38	U 5	Op	Tim 58205H	SF	R	6.14	48.5	8x3x¼	T
54	170C	3–4	3450	170	212	19500	7700	B9.00/20	DB9.00/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 70000L	2F	R	5.78	44.5	8x3x¼	T
55	175C	3–4	3850	170	224	24000	7900	B9.00/20	DB9.00/20	Con 34B	6-4⅝x4¾	BL 5352	U 5	Op	Wis 70000L	2F	R	5.78	44.5	8x3x¼	T
56	195C	5	4000	170	224	24000	8540	B9.75/20	DB9.75/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 1337BH	2F	R	5.75	43.2	8¼x3x⅜	T
57	220C	7½	4700	170	224	28000	8980	B10.50/20	DB10.50/20	Con 34B	6-4⅝x4¾	BL 5352	U 5	Op	Wis 1737KH	2F	R	5.63	43.4	8¼x3x⅜	T
58	260C	7½–10	5850	212	240	30000	9585	B10.50/22	DB10 50/22	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8¼x3x⅜	T
59	260S	10	6200	212	240	34000	10075	B10.50/24	DB10.50/24	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8¼x3x⅝	T
60	V-12000	15	10600	156	240	60000	12400	B11.25/22	DB11.25/22	A La F V12	12-4x5	BL 7351	U 5	Op	Wis 1910W	2F	R	7.95	49.8	10x3x⅜	C
61	Chevrolet Comm'l	½	330	109	109	4100	1995	B5.25/18	B5.25/18	Own	6-3⅛x4	Own	U 3	No	Own	S½	U	4.11	12.4	5x2¼x⅜	C
62	Utility	1½	480	131	131	8300	2830	P30x5	P32x6	Own	6-3⅛x4	Own	U 4	No	Own	S½	U	5.43	39.2	6½x2⅝x⅜	C
63	Utility	1½	510	157	157	8300	2920	P30x5	P32x6	Own	6-3⅛x4	Own	U 4	No	Own	S½	U	5.43	39.2	7x2¾x⅜	C
64	Coleman E52	2½	3800	129	144	12800	7200	B9.00/24	B9.00/24	Bud K393	6-4¼x4¾	Fu RU 16	U 4	A 2	Wis CR15	2F	H	Opt	Opt	10x2½x⅝	B
65	(all 4 Wh.Dr.) E53	3½	5300	130	180	18900	8000	B9.75/24	B9.75/24	Bud K428	6-4¾x4¾	Fu MRU16	U 4	A 2	Wis CR26	2F	H	Opt	Opt	12x2½x⅝	B
66	E54	4–5	5600	130	180	20400	8800	B10. 50/24	B10.50/24	Bud L468	6-4¼x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2½x11/16	B
67	E55	5	6150	130	180	23000	9600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2½x11/16	B
68	E55S	5–6	7200	144	180	24500	10600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MHU16	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2⅝x11/16	B
69	E56	6–7½	7800	144	180	29800	11600	B10.50/24	DB10.50/24	Bud GF6	6-4¾x6	Fu MHU	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2⅝x11/16	B
70	E57	7½–10	9700	144	180	32000	12400	B11.25/24	DB11.25/24	Ste LT6	6-5¼x6	BL 714	U 4	A 2	Wis CR122	2F	H	Opt	Opt	16x3x1¼	P
71	Corbitt (3) 8B4	1½	980	134	134	8500	3200	B6.00/20	P32x6	Con W10	4-3½x4¼	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5⅝x3x¼	P
72	8B6	1½	1080	136	136	8500	3275	B6.00/20	P32x6	Con 25A	6-3⅜x4	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5⅝x3x¼	P
73	10B6	1½–2	1310	171	191	.....	3950	B6.50/20	DB6.50/20	Con 25A	6-3⅜x4	BL 214	U 4	No	Tim 53200H	SF	H	Op	Op	5⅞x3½x11/16	T
74	9B6	1½–2½	2185	152	183	.....	4200	P32x6	DP32x6	Con 20C	6-3⅝x4⅝	BL 224	U 4	No	Tim 54200H	SF	H	5.57	27.8	7x3½x¼	T
75	12B6	2–3	3060	163	220	.....	4870	B7.50/20	DB7.50/20	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
76	12W6	2–3	2950	165	220	.....	4910	B7.50/20	DB7.50/20	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 64800H	WF	H	Opt	Opt	7x3½x¼	T
77	15B6	2½–3½	3740	174	220	.....	5870	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 58200H	SF	H	Opt	Opt	7x3½x¼	T
78	15W6	2½–3½	3850	183	224	.....	6160	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 65200H	w/2F	H	Opt	Opt	7x3½x¼	T
79	18	2½–4	4400	178	230	.....	8100	P36x8	DP36x8	Con E602	6-4¼x4½	BL 334	U 4	No	Tim 65720H	w/2F	H	Opt	Opt	8x3½x¼	T
80	24	3½–5	5115	195	230	.....	9200	B9.75/20	DB9.75/20	Con E603	6-4¼x4½	BL 60	A 7	No	Tim66720H	w/2F	H	Opt	Opt	8x3½x¼	T
81	33	5–7½	6160	195	230	.....	10000	P40x10	DP40x10	Con 21R	6-4¾x4¾	BL 60 Max	A 7	No	Tim68720TW	w/2F	H	Opt	Opt	8x3x⅜	T
82	(T)10B6T	3–5	1650	(3)	(3)	.....	3950	B6.50/20	DB6.50/20	Con 20C	6-3⅝x4⅝	BL 224	U 4	No	Tim 53200H	SF	H	Opt	Opt	5⅞x3½x11/16	T
83	(T)9B6T	4–6	2600	(3)	(3)	.....	4200	B7.50/20	DB7.50/20	Con E601	6-4¼x4½	BL 334	U 4	No	Tim 54200H	SF	H	Opt	Opt	7x3½x¼	T
84	(T)12BT6	4–7	3465	(3)	(3)	.....	4870	B8.25/20	DB8.25/20	Con E602	6-4¼x4½	BL 335	U 4	No	Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
85	(T)15B6T	5–8	4875	(3)	(3)	.....	5870	B9.00/20	DB9.00/20	Con 21R	6-4¾x4¾	BL 335	U 5	No	Tim 58200H	SF	H	Opt	Opt	7x3½x¼	T
86	(T)18D6T	8–10	5500	(3)	(3)	.....	8100	B9.75/20	DB9.75/20	Con 22R	6-4½x5¼	BL 535	U 5	No	Tim 75720H	2F	H	Opt	Opt	8x3½x¼	T
87	(T)24D6T	10–15	6500	(3)	(3)	.....	9200	B10.50/20	DB10.50/20	Con 16H	6-4¾x5¾	BL 7212	U 4	U3	Tim 66720W	2F	H	Opt	Opt	8x3x⅜	T
88	Day-Elder (4) 60	1	895	135	156	6000	3300	B6.00/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	5½x3¾x11/16	C
89	85	1½–2	1395	135	168	8500	3850	B6.00/20	DB6.50/20	Her JXB	6-3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.60	42.2	5½x3¾x11/16	C
90	110	2	1825	156	186	11000	4800	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	6.80	43.5	7x3¾x¼	C
91	130	2½	2225	157	199	13000	6600	B7.50/20	DB7.50/20	Her WXC	6-4x4½	BL 334	U 4	No	Tim 56200H	BF	H	6.17	37.9	7x3¾x¼	C
92	160	3	2795	165	204	16000	6800	B7.50/20	DB9.00/20	Her WXC3	6-4¼x4¼	BL 334	U 4	No	Tim 58200H	BF	R	6.75	41.4	9x3½x¼	C
93	200	4	3295	165	204	20000	7600	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 65720H	WF	R	7.75	47.6	9x3½x¼	C
94	240	5	4295	162	234	24000	9500	B10.50/20	DB10.50/20	Her RXC	6-4⅝x5¼	BL 534	U 4	No	Tim 66720H	WF	R	9.50	60.3	10x3¾x⅜	C
95	Diamond T 210SF	1½	575	135	158	8500	3250	B5.50/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B364	S½	H	5.4	34.6	7x2⅜x11/32	T
96	210FF	1½	595	135	158	8500	3250	B5.50/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B373E	SF	H	Opt	Opt	7x2⅜x11/32	T
97	211SF	1½	625	135	158	8500	3250	B5.50/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B364	S½	H	5.4	34.6	7x2⅜x11/32	T
98	211FF	1½	645	135	158	8500	3250	B5.50/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B373E	SF	H	Opt	Opt	7x2⅜x11/32	T
99	226	1½	725	135	158	10000	3500	B6.00/20	DB6.00/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B410	SF	H	Opt	Opt	7x2⅜x11/32	T
100	241	1¾	825	137	179	10000	3500	B6.00/20	P32x6	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B410	SF	H	Opt	Opt	8x3x11/32	T
101	311	2	1025	155	179	12000	4200	B6.50/20	DB6.50/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x11/32	T
102	261	2	975	155	179	11000	4000	B6.50/20	DB6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x11/32	T
103	351	2½	1325	155	179	14000	4700	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Cla R103	U 5	No	Cla B642	SF	H	Opt	Opt	8x8x11/32	T
104	326B	2½	1225	155	179	13000	4600	B7.00/20	DB7.00/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Cla B642	SF	H	Opt	Opt	8x3x11/32	T
105	(Cont.) 326DR	2½	1395	155	179	13000	4600	B7.00/20	DB7.00/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Wis 4916L	2F	R	Opt	Opt	8x3x11/32	T

TRUCK SPECIFICATIONS TABLE

FOR MEANING OF ABBREVIATIONS AND EXPLANATION OF REFERENCE MARKS SEE PAGE 41

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	468	4.4	322	43.3	120–2200	H	C	A	4–2¾	10⅜	CC	Ha	Zen	V	DR	DR	P.BL	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
2	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅛	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
3	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅛	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spi	Tim 27451	Ros	O4IA	816	A	CD	172	102	33½	42x3	56x4	½
4	248	5.0	150	27.3	65–2600	L	G	C	7–2⅝	10⅜	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	½
5	298	4.7	192	33.7	66–2200	L	G	C	7–2⅝	13¼	PC	Mo.	Zen	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
6	339	4.7	225	38.4	73–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	62½x2½	N
7	339	4.7	225	38.4	73–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	658	G	TX	118	Opt	31½	40x2½	62½x2½	N
8	360	4.7	238	40.3	80–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	G	TX	106	Opt	31½	41x2½	62½x2½	N
9	428	4.7	280	46.	93–2200	L	G	C	7–3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	G	TX	118	Opt	31½	41x2½	62½x3	N
10	478	4.4	318	51.2	103–2200	L	G	C	7–3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	658	G	TX	92	Opt	31½	41x2½	62½x3	N
11	314	5.2	213	33.7	75–2400	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 31000	Ros	LO4IDV	450	e	2I	124½	72⅝	34½	40x2½	54x3	½
12	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 33000	Ros	LO4IDV	450	e	2I	115¼	63⅝	34½	40x2½	54x3	½
13	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	2I	115¼	63⅝	34½	42½x3	54x3	½
14	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	2I	115¼	63⅝	34½	42½x3	54x3	½
15	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	FD	174⅝	104½	34½	40x2½	54x3	½
16	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	FD	174⅝	104½	34½	40x2½	54x3	½
17	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	e	FD	122½	74½	34½	42½x3	54½x4	½
18	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	LO4IDV	660	e	FD	121¾	73¾	34½	42½x3	54½x4	½
19	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Own SCH	Ros	O2IMV	502	e	FD	88½	158⅞	34½	42½x3	55x4	½
20	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	BO4IMV	670	e	FD	119½	210	34½	42½x3	54½x4	½
21	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	543	e	FD	175½	105	34½	42½x3	54½x4	½
22	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	543	e	FD	223	104¾	34¼	42½x3	54½x4	½
23	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	450	e	2I	112	64¼	34	41x2¼	53x3	½
24	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	2I	112	64¼	34	41x2¼	53x3	½
25	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	e	FD	124	71¼	34	41½x3	53x3	½
26	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	e	FD	124	71¼	34	41½x3	53x3	½
27	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	e	FD	121½	73¼	34	41x3	53½x4	½
28	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	O4IA	599	e	FD	121¼	73¼	34	41x3	53½x4	½
29	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	O4IA	599	e	FD	104	73¼	34	41x3	53½x4	½
30	221	4.9	144	27.3	63–3000	L	G	C	4–2⅜	6⅞	FP	No	Sch	M	DR	DR	P.Lo	Ch	Blo	Tim 30000H	Ros	L4IH	269	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
31	255	5.1	175	27.3	69–2600	L	G	C	4–2⅜	7⅝	FP	No	Sch	M	DR	DR	P.BL	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
32	255	5.1	182	27.3	90–3200	F	G	A	4–2⅜	6⅛	CC	Wa	Sch	M	DR	DR	P.BL	Ch	Blo	Tim 33000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2½	58x3	N
33	358	5.1	254	38.4	110–2800	F	G	A	4–2¾	12	CC	Wa	Ma	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IH	376	a	TD	Opt	Opt	32	42½x2½	58x3	N
34	462	5.0	324	45.9	125–2600	F	G	A	7–3	13⅞	CC	Wa	Str	M	DR	DR	P.BL	Ch	Blo	Tim 35000H	Ros	L4IHV	462	E	FD	Opt	Opt	32	42½x2½	58x3	N
35	215	5.0	142	27.3	72–3000	L	G	A	4–2⅜	6⅜	CC	No	Zen	M	DR	DR	P.BL	Lo	MM	C1F 212	Ros	L4IH	312	pG	TX	89	54	36	47x2¼	50x2½	N
36	215	5.0	142	27.3	72–3000	L	G	A	4–2⅜	6⅜	CC	No	Zen	M	DR	DR	P.BL	Lo	MM	C1F 212	Ros	L4IH	312	pG	TX	117	69	36	47x2¼	50x2½	N
37	215	5.0	142	27.3	72–3000	L	G	A	4–2⅜	6⅜	CC	No	Zen	M	DR	DR	P.BL	Lo	MM	C1F 212	Ros	L4IH	312	pG	TX	132	84	36	47x2¼	50x2½	N
38	215	5.0	142	27.3	72–3000	L	G	A	4–2⅜	6⅜	CC	No	Zen	M	DR	DR	P.BL	Lo	MM	C1F 304	Ros	L4IH	414	pG	TX	135	87	36	47x2¼	50x3	N
39	282	5.0	194	34.0	84–2800	L	G	N	7–2½	10⅛	CC	No	Zen	M	DR	DR	P.BL	Pe	MM	C1F 304	Ros	L4IH	414	pG	TX	114	66	36	47x2¼	50x3	N
40	282	5.0	194	34.0	84–2800	L	G	N	7–2½	10⅛	CC	No	Zen	M	DR	DR	P.BL	Pe	MM	C1F 304	Ros	L4IH	414	pG	TX	126	78	36	47x2¼	50x3	N
41	282	5.0	194	34.0	84–2800	L	G	N	7–2½	10⅛	CC	No	Zen	M	DR	DR	P.BL	Pe	MM	C1F 318	Ros	L4IH	490	pG	CX	144	96	36	47x2½	60x3	N
42	361	4.6	240	40.0	98–2500	L	G	N	7–2⅝	12⅛	CC	Pe	Zen	M	DR	DR	P.BL	Pe	MM	C1F 318	Ros	L4IH	490	pG	CX	147	99	36	47x2½	60x3	N
43	361	4.6	240	40.0	98–2500	L	G	N	7–2⅝	12⅛	CC	Pe	Zen	M	DR	DR	P.BL	Pe	MM	C1F 318	Ros	L4IH	490	pG	CX	137	89	36	47x2½	60x3	N
44	361	4.6	240	40.0	98–2500	L	G	N	7–2⅝	12⅛	CC	Pe	Zen	M	DR	DR	P.BL	Pe	MM	Tim 35120	Ros	L4IH	616	G	CX	104	69	36	47x2½	60x3	N
45	383	4.6	252	44.0	105–2500	L	G	N	7–2⅝	12⅛	CC	Pe	Zen	M	DR	DR	P.BL	Pe	MM	Tim 35120	Ros	L4IH	616	G	CX	104	69	36	47x2½	60x4	N
46	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6⅞	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 4007	Ros	L4IH	248	G	TX	111	65	34	37x2¼	52x2½	½
47	248	4.9	170	27.3	78–3100	L	C	C	7–2¾	10⅜	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 5500A8	Ros	L4IH	365	G	CD	111	65	34	37x2¼	52x2½	½
48	248	4.9	170	27.3	78–3100	L	C	C	7–2¾	10⅜	CC	No	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A9	Ros	L4IH	365	G	CD	141	84	34	37x2¼	52x2½	½
49	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅜	CC	No	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IH	365	G	CD	108	69	34	40x2½	54x2½	½
50	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅜	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	108	69	34	40x2½	54x3	½
51	360	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	168	101	34	40x2½	54x3	½
52	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅜	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
53	360	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	168	101	34	40x2½	54x3	½
54	381	4.4	276	40.8	104–2400	H	C	N	7–2¾	13⅜	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
55	427	4.2	308	45.9	115–2400	H	C	N	7–2¾	13⅜	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15682B11	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
56	381	4.4	276	40.8	104–2400	H	C	N	7–2¾	13⅜	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15682B11	Ros	L4IHV	500	G	CD	142	83	34½	40x2½	54x3	½
57	427	4.2	308	45.9	115–2400	H	C	N	7–2¾	13⅜	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15692B12	Ros	L4IHV	550	G	CD	142	83	34½	40x2½	54x3	½
58	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13⅜	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B12	Ros	L4IHV	550	G	CD	210	125	34¼	40x2½	54x3	½
59	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13⅜	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B12	Ros	Lw4IDV	600	G	CD	210	125	34⅛	40x2½	54x3	½
60	753	5.1	505	76.	240–2400	H	C	A	4–3½	9¼	FP	ALaF	Zen	V	DR	DR	dp.BL	GO	Spi	Tim 27452A1	Ros	Ws4IA	558	G	CD	192	112	32	40x3	54x3½	½
61	207	5.2	146	26.3	56–2750	H	G	C	3–2	5	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	129	p	4I	.	27	.	36x1¾	54x1¾	N
62	207	5.2	146	26.3	56–2750	H	G	C	3–2	5	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	184	p	4I	85½	50¼	37	36x1¾	45x2½	N
63	207	5.2	146	26.3	56–2750	H	G	C	3–2	5	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	184	p	4I	111⅛	76¾	37	36x1¾	45x2½	N
64	393	4.9	260	42.0	103–2600	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF15	Ros	W2/41M	476	p	TD	108	78	30	48x3	48x3	C
65	428	4.7	280	45.9	107–2600	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF25	Ros	W2/41M	476	p	TD	144	89	30	48x3	48x3	C
66	468	4.8	295	43.4	108–2200	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/41M	476	p	TD	144	89	30	48x3	48x3	C
67	525	4.9	336	48.2	114–2200	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/41M	476	p	TD	144	89	30	48x3	48x3	C
68	525	4.9	336	48.2	114–2200	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/41M	530	G	TD	168	105	30	48x3½	52x3½	C
69	638	4.3	410	54.1	126–1850	L	G	C	4–3	10⅛	FP	Bu	Str	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/41M	530	G	TD	168	105	30	48x3½	52x3½	C
70	779	4.3	475	66.1	170–1800	L	G	A	7–3	13½	FP	St	Zen	P	NE	NE	dp.BL	Pe	Spi	Wis CF122	Ros	O2/41A	530	G	TD	Opt	105	30	48x3½	52x3½	C
71	200	4.7	125	24.0	49–2800	L	C	A	3–2½	5⅞	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	53	34	38x2¼	50x2½	N
72	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6⅜	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	55	34	38x2¼	50x2½	N
73	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IH	287	p	TX	Opt	Opt	34	38x2¼	50x2½	½
74	248	5.0	160	27.3	78–3200	L	C	C	7–2⅝	10⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	327	a	TX	Opt	Opt	34	38x2¼	54x3	½
75	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2¼	54x3	½
76	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2¼	54x3	½
77	318	4.5	200	36.0	80–2700	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	88	34	40x2¼	54x3	½
78	318	4.5	200	36.0	80–2700	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	97	34	40x2¼	54x3	½
79	360	4.4	240	40.8	90–2500	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	132	92	34	40x2½	54x3	½
80	383	4.4	236	43.3	95–2500	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26450H	Ros	T4IHV	876	a	TD	162	109	34	46x3	60x3½	½
81	428	4.6	308	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim27450TW	Ros	T4IA	921	a	TD	162	109	34	46x3	56x4	½
82	248	5.0	160	27.3	78–3200	L	C	C	7–2⅝	10⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IHV	380	p	TX	(3)	(3)	34	38x2¼	50x2½	½
83	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IHV	452	a	TX	(3)	(3)	34	38x2¼	54x3	½
84	360	4.4	240	40.8	90–2500	L	C	C	7–2¾	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	578	a	TD	(3)	(3)	34	40x2½	54x3	½
85	428	4.6	308	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	660	a	TD	(3)	(3)	34	40x2½	54x3	½
86	500	4.5	340	48.6	138–2500	H	C	A	7–2¾	13⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	(3)	(3)	34	40x2½	54x3	½
87	611	4.5	384	54.1	127–2300	L	G	A	7–3	13⅛	FP	No	Zen	M	DR	DR	dp.BL	Pe	Spi	Tim 26450W	Ros	Ws4IA	921	a	TD	(3)	(3)	34	46x3	60x3½	½
88	228	4.4	141	27.3	59–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L4IH	269	a	XF	106½	58½	34	40x2¼	54x2½	½
89	263	4.4	164	31.5	68–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	269	a	XF	104½	56½	34	40x2¼	54x2½	½
90	282	4.4	175	33.7	73–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	282	a	XF	130½	78½	33½	40x2¼	54x3	½
91	339	4.7	216	38.4	94–2800	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	353	a	DF	121	70	33½	40x2¼	54x3	½
92	383	4.7	267	43.3	106–2800	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	395	a	DF	131	79½	34	42x2½	56x3	½
93	383	4.7	267	43.3	106–2800	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IH	484	a	DF	131	79½	34	42x2½	56x3	½
94	529	4.4	347	51.3	114–2200	L	G	A	7–3	12½	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L4IH	692	a	DF	132	78	33	46x3	60x4	½
95	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	224	a	TX	93	51½	34	42x2	50x2½	½
96	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	252	a	TX	93	51½	34	42x2	50x2½	½
97	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	224	a	TX	93	51½	34	42x2	50x2½	½
98	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	252	a	TX	93	51½	34	42x2	50x2½	½
99	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	252	a	TX	93	51½	34	42x2	50x2½	½
100	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	252	a	TX	96	54	34	42x2½	53x2½	½
101	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	a	TX	126	72	34	42x2½	53x2½	½
102	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	335	a	TX	126	72	34	42x2½	53x2½	½
103	282	5.35	176	33.7	73–2800	L	G	A	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
104	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
105	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½

Line Number	Make and Model	General: Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: No. of Cylinders Bore and Stroke	Transmission: Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Rear Axle: Make and Model	Gear and Type	Drive and Torque	Gear Ratios: In High	Gear Ratios: In Low	Frame: Side Rail Dimensions	Type
1	Diamond T. . .410A	3	1795	160	194	15000	5400	B7.50/20	DB7.50/20	Her WXC	6-4x4½	Cla R909	U 5	No	Cla B642	SF	H	Opt	Opt	6½x3x¼	P
2	(Concluded)...376	3	1695	155	179	15000	5000	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	Cla R103	U 5	No	Wis 4916L	2F	R	Opt	Opt	8x3x7/32	T
3	510	4	2095	168	201	18000	6400	B7.00/20	DB8.25/20	Her WXC	6-4x4½	Cla R909	U 5	No	Tim 58205H	SF	H	Opt	Opt	6½x3x¼	P
4	425	4	2395	160	194	18000	6200	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Cla R909	U 5	No	Wis 70000	2F	R	Opt	Opt	6½x3x¼	P
5	............603A	5	3300	169	230	20000	8100	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	Co SA5	A 5	Op	Wis 1237H	2F	R	Opt	Opt	6½x3x¼	P
6	525	5	2695	168	201	20000	7200	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Cla R909	U 5	No	Wis 1237H	2F	R	Opt	Opt	6½x3x¼	P
7	740	5-6	3900	178	232	22000	8500	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	Co SA5	A 5	Op	Wis 1237H	2F	R	Opt	Opt	7½x3½x5/16	P
8	750	5-7	4600	178	232	28000	10000	B9.75/22	DB9.75/22	Her RXC	6-4⅝x5¼	Co SA5	A 5	Op	Wis 1737 KW	2F	R	Opt	Opt	7½x3½x5/16	P
9	............750H	5-7	4200	178	232	28000	10000	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	Co SA5	A 5	Op	Wis 1737H	2F	R	Opt	Opt	7½x3½x5/16	P
10	1515	7½	6800	171	Op	36000	12000	B10.50/24	DB10.50/24	Her HXB	6-5x6	BL 744	A 4	A 3	Wis 79730	2F	R	Opt	Opt	9x3½x¼	P
11	Differential. . .E-131	2½	3200	160	160	18100	5100	B9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 58200	BF	H	7.8	51.4	12x2½x¼	P
12	Dodge Bros.....HC	Com'l	340	111	111	....	1775	B5.25/17	DB5.25/17	Own.......	6-3⅛x4⅛	Own	U 3	No	Own	S½	H	4.37	12.2	5x2x7/64	X
13	............HCL	Com'l	365	119	119	....	1805	B5.25/17	B5.25/17	Own	6-3⅛x4⅜	Own	U 3	No	Own	S½	H	4.37	12.2	5 1/32x2 1/64x⅛	X
14	............H20	¾-1	502	131	157	6075	2667	B7.00/20	DB7.00/20	Own	6-3¼x4⅜	Own	U 4	No	Own	SF	H	5.86	37.5	6 23/32x2 5/16x11/64	C
15	........(5a) H30	1½-2	490	131	157	8400	2612	B6.00/20	P32x6	Own	6-3⅛x4⅜	Own	U 4	No	Own	SF	H	5.85	37.4	6 23/32x2 5/16x11/64	C
16	............H33	½-3	795	136	165	11000	3350	B7.00/20	DB7.00/20	Own	6-3¼x4⅜	Own	U 4	No	Own	SF	H	6.37	46.0	8⅓x2¾x3 1/16	C
17	............H43	2-3	795	136	165	11000	3350	B7.00/20	DB7.00/20	Own	6-3¼x4⅜	Own	U 5	No	Own	SF	H	6.37	46.0	8 1/32x2¾x3/16	C
18	............F-40	2-3½	1995	150	190	16000	5173	B6.50/20	DB6.50/20	Own	6-3⅝x5	Own	U 4	No	Own	SF	H	6.38	43.7	9 15/16x3¼x3/16	C
19	....	3-4	1515	135	185	12250	4235	P32x6	DP32x6	Own	6-3⅜x4½	Own	U 4	No	Own	S½	H	7.13	46.3	7x2⅞x3/16	C
20	.........(5) F-61	3-5½	2575	170	195	20000	5789	P32x6	DP32x6	Own	6-3⅝x5	Own	U 4	No	Own	SF	H	7.12	48.8	10x3¼x7/32	C
21	.........(5) G-82	4-7½	5350	195	220	25000	8040	B9.75/20	DB9.75/20	Own	8-3½x5	Own	U 5	No	Own	SF	H	7.71	69.6	10 5/16x3 5/32x¼	C
22	Duplex..........S	2½-3	3600	160	Op	15000	5600	B8.25/20	DB8.25/20	Bud K325	6-3 13/16x4¾	BL 324	U 4	No	Tim 65200	WF	H	6.75	36.2	6x3½x¼	C
23	............FAC	3½	4250	166	Op	16500	7200	S34x5	S36x8	Bud EBU-I	4-4¼x5½	BL 51	U 5	No	Tim 65706	WF	R	8.50	45.5	7x3½x¼	C
24	............SAC	3½-4	4750	172	Op	18000	7400	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	BL 55	A 7	No	Tim 75620	WF	R	8.50	81.0	7x3½x¼	C
25	..............K	5	5200	172	Op	21000	8000	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	BL 60	A 7	No	Tim 76725	w2F	R	Opt	Opt	8x3½x¼	C
26	..............M	5-7	7600	168	Op	28000	10000	P34x7	DS36x7	Bud GL6	6-4½x6	BL 70	A 7	No	Tim 68700	WF	R	Opt	Opt	9⅛x3½x11/32	C
27	Esco...........233	2-2½	2860	165	205	15000	5900	B7.50/20	DB7.50/20	Con E603	6-4¼x4½	Cl 105R	U 5	No	Cla B642	BF	H	5.75	40.7	6x3x¼	C
28	Fageol.........102	1½-2½	1350	148	172	11200	4000	B6.00/20	DB6.00/20	Wau ZK	6-3⅜x4⅛	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	6x3x7/32	C
29	135	2-3	2050	161	177	13400	5400	B7.50/20	DB7.50/20	Wau 6-90	6-3⅜x4¾	BL 234	U 4	No	Tim 54200H	BF	H	5.83	37.3	6x3x7/32	C
30	250	2½-4	2750	178	196	16300	7500	B3.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Tim 56200H	BF	H	6.16	40.6	8x3x¼	T
31	300	3-5	3400	178	196	20700	8200	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Tim 58200H	BF	R	6.83	45.1	8x3x¼	T
32	370	5-6	5000	182	200	25300	9700	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5⅛	BL 714	U 4	A 3	Tim 65720H	WF	R	5.69	139.	7⅛x3½x5/16	C
33	470	6-7	5500	182	200	33500	10100	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5⅛	BL 714	U 4	A 3	Tim 66720	WF	R	5.69	139.	7⅛x3½x5/16	C
34	Federal.........DM	....	900	120	120	8000	3050	B6.00/20	P32x6	Con W10	4-3⅞x4¼	WG T9	U 4	No	Cla B374	SF	H	5.67	38.2	6x2¾x¼	D
35	15	1½	695	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	8½x2⅞x7/32	T
36	20	2	1095	137	187	12000	3900	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	WG T9	U 4	No	Tim 54200H	SF	H	6.80	43.5	8½x2⅞x7/32	T
37	25	2½	1395	137	201	14000	4500	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Cla R100	U 5	No	Cla B640	SF	H	6.38	45.2	8½x2⅞x7/32	T
38	............T3W	2½	1595	148	185	14000	5110	P32x6	P36x8	Wau V	4-4x5	Own 7754	A 4	No	Tim 64603H	W½	R	7.25	36.3	6x3½x¼	C
39	..........T3WFA	2½-3	1795	148	185	16000	5400	P32x6	DP32x6	Wau V	4-4x5	Own 7754	A 4	No	Tim 65001H	WF	R	8.75	43.8	6x3½x¼	C
40	30	2½-3	1945	175	237	16000	6050	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	Cla R100	U 5	No	Cla B642	SF	H	6.43	45.5	10x3½x¼	T
41	40	3½-4	2340	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6-4⅛x4¾	Cla R900	U 5	No	Tim 58200H	SF	H	6.83	55.5	10x3½x¼	T
42	...........40DR	3½-4	2465	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6-4⅛x4¾	Cla R900	U 5	No	Tim 75200H	2F	H	7.0	56.9	10x3½x¼	T
43	...........T10B	3½-4	2550	165	230	19000	6645	P34x7	DP34x7	Con 18R	6-4x4½	Own 7784	A 4	No	Tim 58200H	SF	R	6.83	44.5	7½x3½x7/32	C
44	...T10DR-T10W	3½-4	2685	165	230	19000	6645	P34x7	DP34x7	Con 18R	6-4x4½	Own 7784	A 4	No	Tim 65200H	w/2F	R	6.75	44.0	7½x3½x7/32	C
45	..........A600T	3-3½	2045	157	206	17000	6100	B8.25/20	DB8.25/20	Con E601	6-3⅞x4½	Own 7784	A 4	No	Tim 58000H	SF	H	7.8	50.8	6x3½x¼	P
46	..A600TDR-A600TW	3-3½	2180	157	206	17000	6100	B8.25/20	DB8.25/20	Con E601	6-3⅞x4½	Own 7784	A 4	No	Tim 65001H	w/2F	H	7.5	48.9	6x3½x¼	P
47	........U6-U6DR	4½-5	3860	165	230	22000	7420	P36x8	DP36x8	Con 20R	6-4⅛x4¾	Cla B 710	A 5	No	Tim 65706H	w/2F	R	7.75	50.4	7½x3½x¼	C
48	.........C7-C7W	6	4485	195	249	26000	9550	B9.75/20	DB9.75/20	Con 21R	6-4⅜x4¾	Cla B 710	A 5	No	Tim 76736H	w/2F	R	7.89	51.3	7⅝x3½x5/16	P
49	.........C8-C8W	6	4895	195	249	26000	9650	B9.75/20	DB9.75/20	Con 21R	6-4⅜x4¾	Cla B 710	A 5	No	Tim 76736W	w/2F	R	7.89	51.3	7⅝x3½x5/16	P
50	........X8DR-X8	7½	4335	162	186	30000	9750	S36x6	S40x14	Con B7	4-5x6	Cla B 710	A 5	No	Tim 68700DP	w/2F	R	11.7	76.0	9⅛x3½x11/32	C
51	....X8RDR-X8R	7½	4735	162	186	30000	10475	P40x8	DP40x8	Con 21R	6-4⅜x4¾	Cla B 710	A 5	No	Tim 68702DP	w/2F	R	11.7	76.0	9⅛x3½x11/32	C
52	Ford Comm.	....	320	112	112	....	2880	B5.50/17	B5.50/17	Own	4-3⅞x4¼	Own	U 3	No	Own	S¾	U	4.1	11.5	6x1¾x.105	C
53	.......Truck (14)	1½	470	131	131	....	2770	B6.00/20	P32x6	Own	4-3⅞x4¼	Own	U 4	No	Own	S¾	U	6.6	42.2	7x2¾x7/32	C
54	.......Truck (14)	1½	500	157	157	....	1650	B6.00/20	P32x6	Own	4-3⅞x4¼	Own	U 4	No	Own	S¾	U	6.6	42.2	7x2¾x7/32	C
55	......Truck (14)	1½	530	131	131	....	2858	B6.00/20	P32x6	Own	8-3 1/16x3¾	Own	U 4	No	Own	S¾	U	6.60	42.2	7x2¾x7/32	C
56	......Truck (14)	1½	560	157	157	....	2968	B6.00/20	P32x6	Own	8-3 1/16x3¾	Own	U 4	No	Own	S¾	U	6.60	42.2	7x2¾x7/32	C
57	........Comm.	½	370	112	112	....	1730	B5.50/17	B5.50/17	Own	8-3 1/16x3¾	Own	U 3	No	Own	S¾	U	4.10	11.5	6x1¾x.105	C
58	FWD...........H4	1½-2	3325	120	160	11000	5300	P34x7	P34x7	Wis SU	4-4x5	Cot A	A 4	Op	Own H	BF	H	7.86	38.0	5 5/16x2¼x5/32	C
59	(All 4Wh.Dr.).H6	2-2½	3385	133	180	13000	5900	P9.00/20	P9.00/20	Wau MS	6-3¾x4¾	BL 51	U 4	No	Own H	BF	H	8.92	47.7	5 5/16x2¼x5/32	C
60	..........HH-6	2½-3	4135	138	170	16000	6900	P9.75/20	P9.75/20	Wau MK	6-4⅛x4¾	BL 55	A 7	R 2	Own U	BF	H	6.95	84.7	5 5/16x2¼x5/32	C
61	..............B	3	4200	124	156	15500	6460	S36x6	S36x6	Own A	4-4¾x5½	Cot DAF	A 3	Op	Own B	BF	H	8.9	35.6	5 5/16x2¼x5/32	C
62	..........CU-6	3½-4	4985	147	179	19500	8000	B10.50/20	B10.50/20	Wau SRS	6-4⅛x5⅛	Own U	A 5	Op	Own U	BF	H	8.9	88.6	7x3x11/32	C
63	..........CU6A	3½-4	4685	147	179	19000	7800	B10.50/20	DB10.50/20	Wau SRS	6-4⅛x5⅛	BL 615	U 5	Op	Own U	BF	H	6.72	55.2	7x3x11/32	C
64	...........SSU	4-5	5135	147	179	22000	8300	B11.25/20	B11.25/20	Wau SRL	6-4⅜x5⅛	Own U	A 5	Op	Own U	BF	H	8.9	88.6	7x3x11/32	C
65	..........SSUA	4-5	4835	147	179	21500	8100	B11.25/20	B11.25/20	Wau SRL	6-4⅜x5⅛	BL 706	U 5	Op	Own M	BF	H	7.35	73	7x3x11/32	C
66	............M5	5-7½	7400	165	195	29500	11200	B12.75/20	B12.75/20	Wau SRK	6-4⅝x5⅛	BL 714	U 4	A 2	Wis 131W	2F	H	10.0	207.	8x3x11/32	C
67	............MF6	5-6	5785	147	179	24500	9100	B10.50/20	DB10.50/20	Wau SRK	6-4⅝x5⅛	Own U	A 5	Op	Own M	BF	H	7.35	73.0	8x3x11/32	C
68	(Frt. Wh. Dr.)..LBU	5-6	4800	171	Op	23500	9000	B9.00/20	DB9.00/20	Wau SRS	6-4⅛x5⅛	BL 55	U 4	Op	Own U	D	H	7.35	39.5	7x3x11/32	C
69	............M7	7½-10	8500	165	195	37000	12400	P40x10	DP40x10	Wau RB	6-5x5¾	BL 714	U 4	A 2	Wis 131W	2F	H	8.36	173.	10x3x11/32	C
70	.........(T)60-T	20-25	6300	134	Op	60000	10000	B10.50/20	DB10.50/20	Wau 125	6-4⅜x5⅛	Own U	A 5	Op	Own M	BF	H	7.35	73	7x3x11/32	C
71	.........(T)72-T	25-30	7000	120	Op	72000	10450	B9.75/20	DB9.75/20	Wau 125	6-4⅜x5⅛	BL 724	U 4	No	Wis 1237	2F	H	6.7	47.4	8x3x¼	C
72	General Mot. (6) T18	1½-2	645	131	157	8500	3130	P30x5	P32x6	Own 221	6-3 5/16x4⅝	Own	U 4	No	Own	S½	U	5.43	35.7	7 5/16x2⅝x¼	T
73	............T23	2-3	795	131	166	10500	3420	B6.50/20	DB6.50/20	Own 221	6-3 5/16x4⅝	Own	U 4	Op	Own	SF	H	5.67	37.3	7 5/16x2⅝x¼	T
74	..........T-33L	2-3	1085	142	184	12500	4320	B6.50/20	DB6.50/20	Own 221	6-3 5/16x4⅝	Own	U 4	Op	Own	SF	H	5.63	37.0	8x3x¼	T
75	............T33	3-3½	1225	142	184	13000	4415	P32x6	DP32x6	Own 257	6-3 7/16x4⅝	Own	U 4	Op	Own	SF	H	5.63	35.5	8x3x¼	T
76	............T43	3½-4½	1525	142	184	16000	4935	P32x6	DP32x6	Own 257	6-3 7/16x4⅝	Own	U 4	Op	Own	SF	H	6.57	41.4	8x3x¼	T
77	.........(T)T43T	7-9	1935	145	169	29200	5235	P32x6	DP32x6	Own 331	6-3¾x5	Own	U 4	No	Own	SF	H	6.57	40.6	8x3x¼	T
78	............T51	4-5½	2480	155	200	19000	6090	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x7/32	TL
79	...........T51W	5-6½	2700	154	200	22000	6980	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x7/32	TL
80	...........T51H	5-6½	2800	154	200	22000	6910	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	Op	Own	2F	R	8.50	52.5	9x3½x7/32	TL
81	............T61	5-6½	3710	154	200	22000	7380	B9.00/20	DB9.00/20	Own 400	6-4⅛x5	Own	U 5	Op	Own	WF	R	8.50	69.9	9x3½x7/32	TL
82	............T83	5-7½	4205	155	201	25000	7765	B9 00/20	DB9.00/20	Own 400	6-4⅛x5	Own	U 5	Op	Own	WF	R	9.00	74.0	9x3½x7/32	TL
83	...........T-84	5-8	4745	171	204	28000	9170	B9.75/20	DB9.75/20	Own 400	6-4⅛x5	Own	U 4	Op	Own	2F	R	8.5	53.9	9 5/16x4x5/16	L
84	........T-84SX	7½	5175	204	204	25000	9850	B10.50/20	DB10.50/20	Own 400	6-4⅛x5	Own	U 4	No	Own	2F	R	10.1	64.2	9 5/16x4x5/16	L
85	............T85	6-8	5600	171	204	30000	10630	B9.75/20	DB9.75/20	Own 525	6-4½x5½	Own	U 4	Op	Own	2F	R	8.50	53.3	9 5/16x4x5/16	L
86	...........T85H	8-9½	6195	171	204	34000	11060	B9.75/20	DB9.75/20	Own 525	6-4½x5½	Own	U 4	Op	Own	2F	R	9.30	58.3	9 5/16x4x5/16	L
87	...........T110	10-12	8110	171	204	40000	12800	B10.50/24	DB10.50/24	Own 616	6-4⅞x5½	Own	U 4	A 3	Own	2F	R	9.30	116.	9 5/16x4x5/16	L
88	Gramm.......AX4	1-1½	795	131	157	8000	3350	B6.50/20	B6.50/20	Con W10	4-3⅞x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
89	...........AX6	1-1½	895	131	157	8000	3550	B6.50/20	B6.50/20	Con 25A	6-3⅜x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
90	...........BX4	1½-2	895	131	210	10000	3525	B6.00/20	DB6.00/20	Con W10	4-3⅞x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	6x2¾x¼	L
91	...........BX6	1½-2	995	131	210	10000	3725	B6.00/20	DB6.00/20	Con 25A	6-3⅜x4	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	6x2¾x¼	L
92	...........BXF	1½-2	149.	131	210	10000	4000	B6.00/20	DB6.00/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 53200	BF	H	5.6	37	6x2¾x¼	L
93	..............B	1½	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 4SL	6-3[illegible]x4½	Co A4J	U 4	No	Tim 54200H	BF	H	5.83	37.1	6x2½x¼	C
94	....BF	2-3	1695	140	210	12000	4300	B6.50/20	DB6.50/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 54200	BF	H	5.8	37.1	6x2½x¼	C
95	...........CX4	2-3	1095	131	210	12000	3950	B6.50/20	DB6.50/20	C n W20	4-4⅛x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
96	...........CX6	2-3	1295	131	210	12000	4150	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
97	C	2-3	1795	160	224	14000	4820	B7.00/20	[illegible]7.00/20	Lyc AS	6-3⅝x4½	BL 314	U 4	No	Tim 54200 H	BF	H	5.8	37.1	7x2½x¼	C
98	............CXH	2-3	1345	131	210	13400	4300	B6.50/20	[illegible]B6.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	No	Tim 54200	BF	H	5.8	37.0	10x2¾x¼	B
99	..............CF	2-3½	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 54200	BF	H	5.8	37.1	7x2½x¼	C
100	............CXF	2-3½	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6-4⅛x4¾	BL 554	U 4	No	Tim 54200	BF	H	5.8	41.6	7x2½x¼	C
101	..............D	2½-4	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 56200H	BF	H	6.1	39.0	7x2½x¼	C
102	.............DF	2½-4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6-4⅜x4¾	BL 554	U 4	No	Tim 56200	BF	H	6.1	43.5	7x2½x¼	C
103	.............EX	3-4	2295	160	224	16300	5200	B8.25/20	DB8.25/20	Con E601	6-3⅞x4½	BL 324	U 4	No	Tim 56200	BF	H	6.1	43.5	7x2½x¼	C
104	...........E330	3-4½	2595	160	224	20000	5950	B8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	P
105	.............ED	3-4½	3995	160	224	20000	6100	B8.25/20	DB8.25/20	Cum Die	4-4⅞x6	BL 554	U 4	No	Tim 58200	BF	H	5.5	35.6	12x2½x¼	P
106	..........EY190	3	3595	190	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	6-4⅛x4¾	Co Rus4	U 4	No	Tim 58200H	BF	H	4.5	29.1	8¾x3¼x¼	L
107	.............GY	4	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	Co Rus	U 4	No	Wis 69317H	2F	H	4.3	27.9	8¾x3¼x¼	L
108	..............G	4-6	3695	150	225	24000	7950	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	BL 554	U 4	No	Wis 1237H	2F	H	6.8	49.0	12x2½x¼	P
109	.............GF	4-6	5500	150	225	24000	9050	B9.75/20	B9.75/20	Her HXC	6-5¼x6	BL 744	U 4	No	Wis 1237H	2F	H	4.29	15.8	12x2½x¼	P
110	.............GW	5-7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	BL 554	U 4	No	Wis 1627KW	2F	H	6.3	41.0	7½x3x¼	P
111	............GWD	5-7½	6495	157	240	30000	10000	B10.50/20	D10.50/20	Cum H Die	6-4⅞x6	BL 735	U 5	No	Wis 1737KW	2F	H	5.75	21.2	12x3x¼	P
112	.............HY	5	6595	210	246	22000	10100	B9.00/20	DB9.00/20	Con 16H	6-4⅜x5¾	Fu HU16	U 4	No	Wis12527KW	2F	H	4.0	25.2	8¾x3¼x¼	L
113	G.-P.......(7) 635	2-3	1445	154	160	15000	3650	B7.00/20	DB7.00/20	Lyc SB	6-3⅜x4½	Fu MKU	U 4	No	Tim 53200H	SF	H	6.3	42.9	9x3x⅛	TL
114	645	2½-3½	2425	154	175	18000	5775	B8.25/20	DB8.25/20	Wa 6-90-255	6-3⅜x4¾	Fu 5A380	U 4	No	Tim 58200H	SF	H	6.8	47.8	10x3⅛x⅛	TL
115	..........(7) 665	3½-5	4170	162	179	20000	7600	B9.00/20	DB9.00/20	Wa6-110-358	6-4x4¾	Fu 5A380	U 4	No	Wis 70000L	2F	H	8.0	56.0	12x3x⅛	TL
116	..........(7) 675	5-7	5445	162	179	25000	9450	B9.75/20	DB9.75/20	Wa6-125-462	6-4⅜x5⅛	Fu 5A530	U 5	No	Wis 1337H	2F	H	8.6	61.0	14x3⅛x⅛	TL
117	Hendrickson.......15S	2½	2800	Op	Op	15000	6000	B8.25/20	DB8.25/20	Wau 6-90	6-3⅜x4¾	Fu 5A38	U 4	No	Tim 54200H	SF	H	Opt	Opt	8x3x⅛	C
118	.............14S	3	3800	Op	Op	19000	8000	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Fu 5A38	U 5	No	Tim 58200H	SF	H	Opt	Opt	8x3x⅛	C
119	.............24S	4	***	Op	Op	24000	8500	B9.75/20	DB9.75/20	Wau 6-110	6-4x4¾	Fu 5A38	U 5	No	Tim 75733H	w/2	R	Opt	Opt	8x3x⅛	P
120	.............32S	5	4200	Op	Op	32000	10600	B9.75/20	DB9.75/20	Wau 125	6-4⅜x5⅛	Fu 5A53	U 5	No	Tim 76733H	w/2	R	Opt	Opt	8x3x⅛	P
121	Hug..............23	2	1785	146	191	12310	5510	B7.00/20	DB7.00/20	Bud H298	6-3⅜x4¼	Fu MLU	U 4	No	Cla B611	SF	H	5.66	36.0	8x3x¼	T
122	42	3	2175	146	201	15600	6400	B8.25/20	DB8.25/20	Bud H298	6-3⅜x4¼	Fu MLU	U 4	No	Cla B805	SF	H	6.37	40.5	8x3x¼	T
123	(Cont.).......418	3	5070	158	158	18165	8500	B9.75/20	B12.75/20	Bud K428	6-4⅜x4¾	Fu MRUAY	U 4	A 3	Wis 1237H	2F	H	8.95	119.	8x3x¼	T

ENGINE DETAILS									MAIN BEARINGS				FUEL SYST.		ELECTRICAL					FRONT AXLE		BRAKES: SERVICE				BODY MOUNTING DATA			SPRINGS		
Line Number	Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Number and Diameter	Length	Oiling System Type	Governor Make	Carburetors Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Make and Model	Steering Gear Make	Make, Location Type, Operation	Lining Area	Drum Material	Hand Location, Type	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type
1	339	5.0	232	38.4	103-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IHV	350	a	TD	117	74⅜	34	45¼x2½	56x3	½
2	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x3	½
3	339	5.0	232	38.4	103-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	408	a	TD	114	71⅝	34	45¼x2½	56x3	½
4	339	5.0	232	38.4	103-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IHV	408	a	TD	117	74⅜	34	45¼x2½	56x3	½
5	428	4.4	280	45.9	93-2200	L	G	C	7-3	14	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	499	a	TD	120	79½	34	45¼x2½	56x3	½
6	384	5.0	258	43.3	107-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Shu 5582B	Ros	L4IHV	499	a	TD	120	74½	34	45½x2½	56x3	½
7	501	4.4	330	48.6	110-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 15682B	Ros	L4IHV	499	a	TD	138	89¼	34	46x3	56x3	½
8	529	4.4	350	51.3	114-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 678-28	Ros	Ws 4IA	552	a	TD	138	89¼	34	46x3	56x3½	½
9	529	4.4	350	51.3	114-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 678-28	Ros	L4IHV	...	a	TD	138	89¼	34	46x3	56x3	½
10	707	...	455	60.0	148-2000	L	G	C	7-3½	17	PC	Ha	Zen	M	AL	AL	D.BL	GO	Spi	Shu 678-28	Ros	Ws 41A	...	a	TD	Opt	Opt	34	46x3	56x4	½
11	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	Mo	Til	M	AL	AL	D.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	120	77¼	34	42x2¼	50x3	½
12	190	5.5	130	23.4	70-3600	L	G	A	4-2¼	4⅞	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	107	c	TX	52½	25 3/16	44 5/32	36x1½	53½x1½	N
13	201	5.5	130	23.5	70-3600	L	G	A	4-2¼	4⅞	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	107	c	TX	60½	33 3/16	44 3/16	36x1½	53½x1½	N
14	337	5.0	132	23.5	62-3000	L	C	S	4-2¼	4.82	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	94 25/32	46⅛	34	36x1¾	48x2¼	N
15	201	5.0	132	23.5	62-3000	L	C	S	4-2¼	4.82	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	94 25/32	46⅛	34	36x1¾	48x2¼	N
16	217	5.0	148	25.3	77-3200	L	C	S	4-2½	5.34	CC	Ha	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	229	a	TX	87½	51⅛	37 31/32	39x2	48x2½	½
17	217	5.0	148	25.3	77-3200	L	C	S	4-2¼	5.34	CC	Ha	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	229	a	TX	87⅛	51⅛	37 31/32	39x2	48x2½	½
18	309	4.7	200	31.5	96-3000	L	G	S	7-2⅝	11¾	CC	Ha	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	350	a	CD	124 11/16	69¾	33 15/16	42x3	56⅛x3½	½
19	241	5.3	167	39.2	78-3000	L	C	S	7-2 1/16 r	11	CC	KP	Zen	V	NE	NE	P.BB	Lo	Own	Own	Ha	O4IH	382	p	TX	82¼	54¾	34	39x2½	45x3	N
20	309	4.7	200	21.0	96-3000	L	G	S	7-2⅝	11¾	CC	Ha	Det	M	DR	DR	P.BB	Fe	Own	Own	Jac	O4IHV	416	a	CD	149 11/16	89¼	34	42x3	56x3½	½
21	384	5.0	262	25 3	115-3000	L	G	S	9-2¾	13	CC	Ha	Str	M	DR	DR	P.BB	Fe	Own	Own	Jac	BWs4IA	650	a	CD	149 11/16	89¾	34 1/16	42x3	56x3½	½
22	330	4.5	213	33.7	61-2100	L	G	C	7-3r	9⅞	FP	No	Str	V	AL	AL	D.BL	Mo	Cle	Shu 5510	Ros	L4IHV	665	a	TD	Opt	80	34	39x2½	50x2½	N
23	312	4.5	174	28.9	57-2100	L	G	C	3-3 11/16 r	10 1/32	PS	No	Zen	V	Ei	AL	D.BL	Mo	Cle	Shu 5550	Ros	T2IM	495	a	2	Opt	86	34	39x2½	52x3	N
24	428	4.5	280	45.9	102-2400	L	G	C	7-3r	9⅞	FP	No	Str	P	AL	AL	D.BL	Yo	Cle	Shu 5550	Ros	L4IHV	775	a	TD	Opt	80	34	39x2½	52x3	½
25	525	4.5	348	48.6	111-2200	L	G	C	7-3	11½	FP	Mo	Str	P	AL	AL	D.BL	Yo	Pet	Shu 637	Ros	L4IHV	855	a	TD	Opt	80	34	39½x3	52x3½	½
26	572	4.5	358	48.6	105-2200	L	G	C	4-3	10 7/16	FP	Mo	Str	V	AL	AL	D.BL	Mo	Cle	Shu 655	Ros	T2IA	495	a	....	Opt	89	38⅛	42x3	56x4	N
27	382	4.6	250	43.3	95-2500	L	G	N	7-2⅝	12 31/32	CC	Ha	Zen	M	DR	DR	P.BB	Yo	Spi	Cla F308	Ros	L4IHV	350	a	TX	140	82	34	40½x3	54x3	½
28	222	4.9	142	27.3	62-2800	L	G	A	4-2⅜	6⅛	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30010H	Ros	L4IH	257	H	TX	120	65¾	34	32¾x2	50x2½	½
29	255	5.3	182	27.3	90-3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	My	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	306	G	TX	144	83⅛	34	37x2½	56x3	½
30	358	5.2	254	38.4	110-2800	F	G	A	7-2⅞	12½	PC	Wa	Zen	M	My	DR	P.BL	Pe	Spi	Tim 33020H	Ros	L4IHV	355	G	TX	167⅛	97⅛	34	41x2½	56x3	½
31	358	5.2	254	38.4	110-2800	F	G	A	7-2⅞	12½	PC	Wa	Zen	M	My	DR	P.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	398	G	TX	167⅛	97⅛	34	41x2½	56x3	½
32	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	PC	Wa	Zen	M	My	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	485	G	FD	172 3/16	101⅝	33½	41x3	56x3½	½
33	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	PC	Wa	Zen	M	My	DR	P.BL	Pe	Spi	Tim 36020H	Ros	L4IHV	717	G	FD	172 3/16	101⅝	33½	41x3	56x3½	½
34	200	4.7	126	24.0	50-2700	L	C	A	3-2⅛	5⅞	CC	KP	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L4IH	200	a	TX	.....	.....	34	38½x2¼	50x2½	N
35	228	4.7	142	27.3	58-2600	L	G	C	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L4IH	222	a	TX	101	51⅛	34	38x2½	50x2½	N
36	263	5.4	164	31.5	67-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Tim 31020H	Ge	L4IH	269	a	TX	101	51⅛	34	38x2½	50x2½	½
37	282	5.4	176	33.7	72-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F304	Ge	L4IH	315	a	TD	101	51⅛	34	38x2½	50x3	½
38	251	4.1	162	25.6	50-2000	L	G	C	3-2⅜	7½	CC	Wa	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IH	337	a	TI	119	71	34	38x2½	52x3	½
39	251	4.1	162	25.6	50-2000	L	G	C	3-2⅜	7½	CC	Wa	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IHV	379	a	TI	119	71	34	38x2½	51¾x3	½
40	315	5.0	200	33.8	73-2500	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ge	L4IHV	315	a	FD	115	82	34	42x2½	52x3	½
41	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L4IHV	379	a	FD	115	82	34	42x2½	52x3	½
42	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L4IHV	379	a	FD	115	82	34	42x2½	52x3	½
43	339	4.2	212	38.4	80-2200	H	C	C	7-2¾	13 1/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
44	339	4.2	212	38.4	80-2200	H	C	C	7-2¾	13 1/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
45	318	4.6	202	36.0	80-2500	L	G	C	7-2⅝	12 11/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L4IHV	379	a	TI	113	71	34	40x2¼	52x3	½
46	318	4.6	202	36.0	80-2500	L	G	C	7-2⅝	12 11/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L4IHV	379	a	TI	113	71	34	40x2¼	52x3	½
47	381	4.2	237	40.8	85-2200	H	C	C	7-2¾	13 1/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	Spi	Own 7720	Ros	L4IHV	465	a	TD	117	79	34	42x2½	54x3	½
48	428	4.2	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	CC	KP	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020H	Ha	L4IHV	513	a	TD	162	102	34	42x3	56x3½	½
49	428	4.2	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	CC	KP	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020W	Ha	W4IA	623	a	TD	162	102	34	42x3	56x3½	½
50	471	3.7	288	40.0	61-1350	L	G	C	3-2⅝	11⅛	FP	Pe	Zen	V	AB	DR	P.BB	Lo	PS	Own 5008	Ge	T2IMV	568	a	RI	151	87	38	44x3	56x3½	½
51	428	4.2	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	CC	KP	Zen	M	DR	DR	P.BL	Lo	PS	Own 5008	Ros	T2IMV	458	a	RI	151	87	38	44x3	56x3½	½
52	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	No	Zen	P	Ow	Ow	P.Ow	Ow	Spi	Own	Own	O4IM	186	a	4I	.....	31⅞	44	31 1/16x1¾	44⅝x2¼	N
53	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	No	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	94¾	51¼	38	33x2¼	50x2½	O
54	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	No	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	21	120 7/32	76 11/16	38	33x2¼	50x2½	O
55	220	6.3	148	30.0	81-3800	L	G	A	3-2	5 11/16	PS	No	Det	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	109⅜	51 3/16	38	33x2¼	50x2½	O
56	220	6.3	148	30.0	81-3800	L	G	A	3-2	5 11/16	PS	No	Det	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	145⅜	76 11/16	38	33x2¼	50x2½	O
57	220	6.3	148	30.0	81-3800	L	G	A	3-2	5 11/16	PS	No	Det	P	Ow	Ow	P.Ow	Ow	Spi	Own	Own	O4IM	186	a	4I	.....	31⅞	43	44⅝x2¼	44⅝x2¼	N
58	251	4.5	160	25.6	50-2000	H	G	C	3-2 1/16 r	8	PC	No	Zen	V	AL	AL	D.DG	Pe	Blo	Own H	Ros	OT/4XM	238	G	2I	112	81	36	42¾x2½	52¾x2½	½
59	315	4.5	200	33.7	72-2500	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	V	NE	NE	D.BL	Pe	Blo	Own H	Ros	OT/4XM	252	G	2I	115½	81½	36	42¾x2½	52¾x2½	½
60	381	4.5	240	40.8	85-2400	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	126	86	36	42¾x2½	52¾x2½	½
61	398	4.0	210	36.1	56-1350	T	G	C	3-2	12	PC	Pe	Str	G	NE	NE	O.ME	Mc	Blo	Own B	Ros	OT/4XM	238	G	2I	130	93	36	42¾x2½	52¾x2½	N
62	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	O.HS	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
63	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ha	OT/4XM	238	G	4X	132	93	36	42¾x2½	52¾x2½	½
64	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	V	NE	NE	O.HS	Pe	Blo	Own M	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	½
65	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ha	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
66	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	½
67	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	O4TB	722	G	4X	132	93	36	42¾x2½	54¾x2½	½
68	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	O4IM	722	G	4D	Opt	Opt	42	42¾x2½	52x4	N
69	677	4.4	460	60.	125-2000	L	G	C	4-3½	11⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	N
70	462	4.4	330	45.9	125-2500	F	G	C	7-3	13⅞	PC	Ha	Zen	P	NE	NE	O.ME	Pe	Blo	Own U	Ros	O4A	610	G	T4	107	80	34	42¾x2½	52¾x2½	N
71	462	4.4	330	45.9	125-2500	F	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 1237	Ros	4A	610	G	T4	97¼	67¼	34	48x3½	52x3½	N
72	221	4.6	155	24.3	69-2800	H	G	B	4-2⅜	7 21/32	PC	Opt	Zen	M	DR	DR	P.Ow	Hr	Own	Own	Jac	O4IM	186	p	2I	85⅛	50¼	37 3/32	36x1¾	45x2½	O
73	221	4.6	155	24.3	69-2800	H	G	B	4-2⅜	7 21/32	PC	Opt	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	O4IM	186	pa	2I	85⅛	50¼	37 3/32	36x1¾	45x2½	½
74	221	4.6	155	24.3	69-2800	H	G	B	4-2⅜	7 21/32	PC	Opt	Zen	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B4IM	328	a	TX	107	60	34	38x2	50x3	½
75	257	4.5	185	28.3	76-2500	H	G	B	4-2⅜	7 21/32	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	328	a	TX	107	60	34	38x2	50x3	½
76	257	4.5	185	28.3	76-2500	H	G	B	4-2⅜	7 21/32	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	337	a	TX	107	60	34	38x2½	50x3	½
77	331	4.4	230	33.7	94-2500	H	G	A	4-2½	8 21/32	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	337	a	TX	107	60	34	38x2½	50x3	½
78	331	4.4	230	33.7	94-2500	H	G	A	4-2½	8 21/32	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	379	a	TX	125	70	34 1/16	40x3	50x3	½
79	331	4.4	230	33.7	94-2500	H	G	A	4-2½	8 21/32	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	69¼	34 1/16	40x3	54x3	½
80	331	4.4	230	33.7	94-2500	H	G	A	4-2½	8 21/32	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	69¼	34 1/16	40x3	54x3	½
81	400	4.6	296	40.9	110-2300	H	G	A	4-2.7	8 15/32	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	69¼	34 1/16	40x3	54x3	½
82	400	4.6	296	40.9	110-2300	H	G	A	4-2.7	8 15/32	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	70	34 1/16	40x3	54x3	½
83	400	4.6	296	40.9	110-2300	H	G	A	4-2/7	8 15/32	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	137	82	34 1/16	50x3½	54x3	½
84	400	4.6	296	40.9	110-2300	H	G	A	4-2/7	8 15/32	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	210	117	34 1/16	50x3½	54x3	½
85	525	4.5	380	48.6	128-2100	H	C	A	7-2¾	14 15/32	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	137	82	34 1/16	50x3½	54x3	½
86	525	4.5	380	48.6	128-2100	H	C	A	7-2¾	14 15/32	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	137	82	34 1/16	50x3½	54x3	½
87	616	4.5	450	57.0	149-2100	H	C	A	7-2¾	14 15/32	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IA	638	a	TX	137	82	34 1/16	50x3½	....	N
88	200	4.7	121	24.0	50-2800	L	C	A	3-2⅛	5⅞	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
89	214	5.3	142	27.4	71-3200	L	C	A	4-2⅜	6⅜	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
90	200	4.7	121	24.0	50-2800	L	C	A	3-2⅛	5⅞	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
91	214	5.3	142	27.3	71-3200	L	C	A	4-2⅜	6⅜	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
92	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 30000	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
93	224	4.7	146	25.3	61-2900	L	G	C	4-2⅜	8 3/16	PC	Mo	Zen	V	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
94	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
95	227	4.7	136	27.2	55-2400	L	G	C	3-2⅛	5⅞	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	269	p	FD	81	51¾	34	36x2¼	45x2½	½
96	248	5.0	150	27.3	70-3000	L	C	C	7-2⅜	10	FP	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	81	51¾	34	36x2¼	45x2½	½
97	278	4.7	182	31.5	85-3300	L	G	A	4-2⅝	9⅛	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
98	282	5.4	176	33 7	73-2800	L	G	C	7-2½	10 11/16	PC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	P	FD	81	51¾	34	36x2¼	45x2½	½
99	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	P	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
100	380	4.7	238	40.8	88-2400	H	C	C	7-2¾	13 1/16	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
101	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
102	428	4.6	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
103	318	4.5	203	36.	80-2700	L	G	C	7-2⅝	12 11/16	CC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	50x3	½
104	353	4.8	245	36.2	98-2700	L	G	C	4-2¾	10	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	127	74¼	34	42x2¼	56x3	½
105	448	17.	280	38.0	83-1800	H	G	N	5-3¼	12	P	En	No	M	CI	LN	D.BL	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	127	74¼	34	42x2½	56x3	½
106	380	4.7	238	40.8	88-2400	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	156	90	41⅛	44x2½	60x3	½
107	428	4.6	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	176 1/16	119 1/16	41⅛	44x2½	60x3	½
108	428	4.6	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
109	779	4.5	505	66.2	143-1600	L	G	H	7-3½	17	PC	No	Til	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
110	428	4.1	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	128⅛	73⅞	36	46x3	58x3½	½
111	672	17.	440	57.0	125-1800	H	G	N	7-3¼	16½	P	En	No	M	CI	LN	D.BL	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	128⅛	73⅞	36	46x3	58x3½	½
112	611	4.1	382	54 1	127-2300	L	G	A	7-3	13 11/16	PC	Pe	Zen	M	AL	AL	D.Fu	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	198⅛	141⅛	41⅛	44x3	60x4	½
113	255	4.7	160	27.3	65-2800	L	G	C	4-2⅜	8 3/16	PC	No	Zen	M	MY	AL	P.BB	Ow	Spi	Tim 30000H	Ros	L4IH	268	a	TD	Opt	71	31	40x2½	54x3	½
114	255	5.4	182	27.3	90-3200	F	G	C	4-2⅝	7 3/16	PC	Wa	Zen	M	MY	LN	P.BB	Ow	Spi	Tim 31000H	Ros	L4IH	342	a	TD	Opt	72	31	40x2½	54x3	½
115	358	5.2	254	38.4	110-2800	F	G	C	7-2⅞	10¾	PC	Wa	Zen	M	MY	LN	P.BB	Ow	Spi	Tim 35000H	Ros	L4IH	394	a	TD	Opt	74½	34	40x3	58x3½	½
116	462	5.1	324	45.4	125-2600	F	G	C	7-3	13⅞	PC	Wa	Zen	M	MY	LN	P.BB	Ow	Spi	Tim 35000H	Ros	L4IH	574	a	TD	Opt	86	34	40x3	58x3½	½
117	255	4.6	182	27.3	90-3200	F	G	C	4-2⅝	6 11/16	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 31000H	Ros	L4IHV	306	p	TD	Opt	Opt	34	40⅛x3½	50½x3	N
118	358	4.6	254	38.4	110-2800	F	G	C	7-2⅝	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	500	a	TD	Opt	Opt	34	40⅛x3½	50½x3	N
119	358	4.6	254	38.4	110-2500	F	G	C	7-2⅝	12¼	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	717	a	TD	Opt	Opt	34	43x3½	53x3½	N
120	462	4.6	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	Wa	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 27450	Ros	L4IHV	717	a	TD	Opt	Opt	34	43x3½	66x4	N
121	298	5.3	200	33.7	80-2800	L	C	C	7-3	9⅞	PC	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	318	p	CD	81	61	31½	41x2½	54⅞x3	½
122	298	5.3	200	33.7	80-2800	L	C	C	7-3	9⅞	PC	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	380	p	CD	81	61	31½	41x2½	54⅞x3	½
123	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632-5	Ros	L4IH	620	pG	CD	115	72½	31½	41⅞x2½	54⅞x3	½

Line Number	Make and Model	GENERAL (See Keynote)						TIRE SIZE		MAJOR UNITS										FRAME	
										ENGINE		TRANSMISSION			REAR AXLE			GEAR RATIOS			
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	Hug. 42K	3	2393	146	201	16500	7300	B9.00/20	DB9.00/20	Bud K369	6-4 1/16x4¾	BL 51-5	U5	No	Cla B805	SF	H	7.12	42.0	8x3x¼	T
2	(Concluded) 70	3	3435	122	122	19500	7535	B9.00/20	DB9.00/20	Bud K369	6-4 1/16x4¾	Fu 5A380	U 5	No	Wis 70000Q	2F	H	9.14	64.0	6x3x¼	I
3	87K	3½	4300	128	128	22400	7600	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	Fu MHOG	A 8	No	Wis 1237Q	2F	H	8.95	79.0	7x3⅝x¼	I
4	43	3½	3380	146	201	22500	7300	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	Fu VUOG	U 5	No	Wis 1237H	2F	H	8.95	62.0	8x3x¼	T
5	87Q	5	4875	144	144	27000	8059	B10.50/20	DB10.50/20	Bud K428	6-4⅜x4¾	Fu MHOG	A 8	No	Wis 1737K	2F	H	9.16	99.0	8x4x11/32	I
6	43L	5	3850	146	201	28105	8905	B9.75/20	DB9.75/20	Bud L525	6-4½x5½	Fu VUOG	U 5	No	Wis 1737KH	2F	H	9.14	64.0	8x3x¼	T
7	97L	5	5815	144	144	35620	10810	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	Fu VU	U 5	A 3	Wis 19027	2F	H	11.1	178.	8x4x¼	I
8	Indiana 85	1½	885	141	186	10000	3950	B6.50/20	DB6.50/20	Her JXA	6-3⅜x4½	BL 124	U 4	No	Tim 53200H	SF	H	5.66	35.1	7 3/16x2½x7/32	T
9	95	2	1095	141	186	12000	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300H	SF	H	5.85	36.2	7 3/16x2½x7/32	T
10	95DR	2½	1275	141	186	15000	4650	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	Op	Wis 4916L	2F	H	6.66	41.2	7 3/16x2½x7/32	T
11	17A	3	2300	156	212	17000	6300	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	A 3	Tim 58205H	SF	H	6.83	43.0	8x3x¼	T
12	17ADR	3	2475	156	212	18000	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	Op	Wis 70000H	2F	R	7.06	44.5	8x3x¼	T
13	17	3	2450	170	224	18000	6600	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	BL 3341	U 4	Op	Tim 58205H	SF	R	6.14	38.7	8½x3x3/16	T
14	17DR	3	2675	170	224	19000	6700	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	BL 334	U 4	Op	Wis 70000	2F	R	6.28	38.6	8⅛x3x3/16	T
15	19DR	3½	3400	170	224	22000	7600	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	BL 524	U 4	Op	Wis 1237H	2F	R	7.2	52.3	8⅛x3x3/16	T
16	43DR	4	4300	170	224	25000	8000	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL 524	U 4	Op	Wis 1627KH	2F	R	6.96	50.7	8⅛x3x3/16	T
17	45DR	5	4800	170	224	25000	8700	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	BL 534	U 4	Op	Wis 1737H	2F	R	7.14	45.4	8¼x3x⅜	T
18	47DR	5-7	7000	188	224	28000	10500	B10.50/20	DB10.50/20	Cum 6H Die.	6-4⅞x6	BL 735	A 5	No	Wis 1910W	2F	R	7.16	45.0	8¼x3x⅜	T
19	International (8) D1	½	360	113	113	4200	2180	B5.25/18	B5.25/18	Own D	6-3 3/16x4⅛	Own D	U 3	No	Own D-55	S½	H	4.18	12.7	5¼x2¼x3/16	T
20	M2	1	850	118	118	7000	3180	B6.50/20	B6.50/20	Wau XAH	4-3⅝x4½	Own H-4-A	U 4	No	Own 713	SF	H	6.16	39.5	11¼x2¾x¼	D
21	A2	1½	615	136	160	8000	2945	B6.00/20	B6.00/20	Wau XAH	4-3⅝x4½	Own H-4-A	U 4	No	Own 708	SF	H	6.16	39.5	5⅞x2¾x3/16	T
22	B2	1½	615	136	136	8000	2945	B6.00/20	B6.00/20	Wau XAH	4-3⅝x4½	MM "O"	U 3	No	Own 704	SF	H	6.16	47.3	5⅞x2¾x3/16	T
23	A3	1½	695	136	160	10000	3572	P30x5	P32x6	Lyc SAH	6-3¼x4½	Own H-4-A	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾x7/32	T
24	A3½	1½	970	136	160	10100	3600	B6 50/20	DB6.50/20	Lyc SAH	6-3¼x4½	WG T7	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾x7/32	T
25	AL3	1½	895	138	164	10000	4032	B6.00/20	DB6.00/20	Lyc 4SLH	6-3¼x4½	WG T7	U 4	No	Own 800	S½	H	6.50	42.9	6½x2¼x¼	T
26	B-3	1½	695	136	160	10000	3385	P30x5	P32x6	Own FAB2	6-3 5/16x4	Own H-4-A	U 4	No	Own 720	SF	H	5.29	33.8	7x2¾x7/32	T
27	B4	2	1045	145	185	12750	4055	B6.50/20	DB6.50/20	Own FAB-3	6-3 5/16x4	Own H-4-A	U 4	No	Own 750	SF	H	6.5	41.6	8x3¼x7/32	T
28	A4	2	1625	145	185	15750	5221	P32x6	DP32x6	Own FBB	6-3⅝x4½	OwnH-5	U 5	No	Own 902	SF	H	6.50	47.8	7x3¾x¼	T
29	A5	3	2100	156	210	18750	5895	P34x7	DP34x7	Own FBB	6-3⅝x4½	OwnH-5	U 5	No	Own 10[illegible]2	SF	H	7.16	64.7	8x3¾x¼	T
30	A6	3	2450	156	210	20850	6120	P34x7	DP34x7	Own FBB	6-3⅝x4½	OwnH-5	U 5	No	Own 1150	2F	H	8.5	76.8	8⅛x3¾x3/16	T
31	W2	3½	3900	148	200	24000	8450	S36x5	S36x10	HaS 151	4-4¼x5½	Own H-6	U 5	No	Own 1200	2F	H	6.85	83.9	7x3x¼	T
32	W3	5	4850	160	235	28000	10125	S36x6°	S40x12°	HaS 152	4-4¾x5½	OwnH -7	U 5	No	Own 1300	2F	H	7.85	70.5	8x3x¼	T
33	A7	5-7½	6200	160	225	37000	11590	B9.75/20	DB9.75/20	Own FDB	6-4½x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12⅛x3¼x⅜	T
34	A8	7½	6300	160	225	37000	11590	B9.75/20	DB9.75/20	Own FEB	6-5x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12⅛x3¼x⅜	T
35	Kenworth 88	2	1480	146	200	13400	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 54300H	SF	H	5.83	37.4	8x3x¼	T
36	101B	2-2½	2050	144	186	13400	4700	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	BL 234	U 4	...	Tim 54300H	SF	H	5.83	37.4	8x3x¼	P
37	89	2½	1670	146	200	15000	4600	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 56200H	SF	H	6.16	39.5	8x3x¼	T
38	127	2½-3	2600	154	202	16300	5490	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 334	U 4	...	Tim 56200H	SF	H	6.16	40.7	8x3x¼	T
39	90	3	1820	146	200	18200	5500	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 58205H	SF	H	6.83	43.8	8x3x¼	T
40	146B	3-4	3300	158	206	19500	5960	B9.00/20	DB9.00/20	Bud K393	6-4 5/16x4¾	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	8x3x¼	T
41	166B	3½-4	3850	156	204	20700	6890	B9.00/20	DB9.00/20	Bud K393	6-4 5/16x4¾	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7x9x3x¼	T
42	166A	3½-4	4330	156	204	20700	6890	B9.00/20	DB9.00/20	HaS 147	6-4x5	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7x9x3x¼	T
43	185	4-5	4675	155	221	25600	7710	B9.75/20	DB9.75/20	Her YXC2	6-4½x4¾	BL 1554	U 4	A 3	Tim 75720H	2F	H	7.33	105.	7x9x3x¼	T
44	241	5-7	5450	169	221	27800	9000	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	7x9x3x¼	T
45	241A	5-7	6500	169	228	27800	9500	B9.75/20	DB9.75/20	HaS 160	6-4¼x5½	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x3/16	C
46	241B	5-7	6150	174	228	27800	9500	B9.75/20	DB9.75/20	Bud GL-6	6-4½x6	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x3/16	C
47	241C	5-7	7200	174	228	27800	10000	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 714	U 4	A 3	Tim 76720W	2F	H	6.38	86.5	8x3x3/16	C
48	Kleiber 80	1½-2½	1200	140	160	10000	3950	B6.50/20	DB6.50/20	Con 18E	6-3⅜x4	BL 224	U 4	No	Tim 53200H	BF	H	5.81	34.0	5⅝x3¼x¼	C
49	100	2-3½	1570	170	180	12000	4400	B7.00/20	DB7.00/20	Con 20C	6-3⅜x4⅝	BL 324	U 4	No	Tim 54200H	BF	H	6.6	38.7	7½x3x¼	T
50	120	2½-4½	1950	170	180	15000	5150	B7.50/20	DB7.50/20	Con E600	6-3 11/16x4	BL 324	U 4	No	Tim 56200H	BF	H	6.17	33.4	7½x3x¼	T
51	140	3-5½	2490	180	190	18000	6500	B8.25/20	DB8.25/20	Con E601	6-3⅞x4½	BL 324	U 4	No	Tim 58200H	BF	R	7.1	38.7	7½x3x¼	T
52	210	4-6	3800	190	192	23400	7600	B9.75/20	DB9.75/20	Con 21R	6-4⅜x4¾	BL 55	U 4	No	EatDR2412H	2F	R	7.25	42.0	7½x3x¼	C
53	KD6	7	6000	206	210	26000	9500	B9.75/20	DB9.75/20	Cum6HDie	6-4⅞x6	BL 714	A 4	A 3	Eat 65041W	2F	R	8.5	91.0	8x3½x3/16	C
54	La Fr. Republic C-2	2	1100	150	162	11000	3800	B6.00/20	DB6.00/20	Lyc SA	6-3¼x4½	WG T9	U 4	No	Tim 53200H	SF	H	5.67	35.9	5⅞x2x3/16	C
55	D-2	2-2½	1485	162	175	14000	4600	B6.50/20	DB6.50/20	Lyc SB	6-3⅜x4½	WG T9	U 4	No	Tim 54200H	SF	R	5.83	37.9	7x3x¼	C
56	E-2	2½-3	2005	162	190	17000	5375	P32x6	DP32x6	Lyc ASD	6-3¾x4½	Fu Mlu-Bb	U 4	No	Tim 56200H	SF	R	7.4	47.0	7x3x¼	C
57	F-3	3½-4	2420	174	198	21000	6240	P34x7	DP34x7	Lyc ASD	6-3¾x4½	Fu MGU14	U 4	No	Tim 58200H	SF	R	7.8	50.6	8x3x¼	C
58	H-4	4-5	3285	179	206	26000	7840	B9.75/20	DP9.75/20	Lyc TS	6-3⅞x5	Fu MRU	U 4	No	Tim 75720H	2F	R	8.15	54.0	8x3x¼	C
59	M-3	5-6	4640	174	198	32000	8490	B10.50/20	DB10.50/20	Wau 6SRL	6-4⅜x5⅛	Fu VUOG	U 5	No	Tim 76733H	2F	R	8.85	62.5	9⅛x3½x3/16	C
60	35-4	7-8	6570	174	198	35000	9700	B10.50/24	DB10.50/24	Wau 6-125	6-4⅜x5⅛	Fu MHU	U 4	No	Tim 78720W	2F	R	8.90	58.2	9⅛x3½x3/16	C
61	Le Moon 150	1½	1150	140	152	8000	3300	B6.50/20	B6.50/20	Con 20C	6-3⅜x4⅝	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x3/16	T
62	200	1½-2	1350	160	178	11200	3600	B7.00/20	DB7.00/20	Con 20C	6-3⅜x4⅝	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x3/16	T
63	300	2-3	1575	163	190	12600	4200	B7.50/20	DB7.50/20	Con 20C	6-3⅜x4⅝	BL 214	U 4	No	Tim 54200H	BF	H	6.80	42.1	6½x3¾x¼	T
64	400	3-4	2175	163	190	15300	5000	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	BL 314	U 4	No	Tim 56200H	BF	R	6.16	40.6	6½x3¾x¼	T
65	505	4-5	2775	160	190	19500	6000	B9.00/20	DB9.00/20	Wau 6MK	6-4⅛x4¾	BL 3341	U 4	No	Tim 58205H	BF	R	6.14	40.6	6½x3¾x¼	P
66	501	4-5	3150	160	190	19500	6500	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5⅛	Fu VUOG	U 5	No	Tim 58205H	BF	R	6.14	40.6	7x4x¼	C
67	(9) 600	5-6	3450	169	199	21600	7200	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	BL 514	U 4	No	Tim 65720H	WF	R	6.00	43.2	9x4x3/16	C
68	Mack BL	1-2	2500	138	192	...	4050	B6.00/20	DB6.00/20	Own BL	6-3¼x5	Own BG	U 4	No	Tim 52050	SF	H	5.20	27.6	7x3x3/16	T
69	BG	1½-3	3000	138	192	...	4800	P32x6	DP32x6	Own BG	6-3⅝x5	Own BG	U 4	No	Own BG	SF	H	5.44	26.8	7x3x7/32	T
70	BF	2½-4	4200	156	216	...	6600	B8.25/20	DB8.25/20	Own BG	6-3⅝x5	Own AB	U 4	No	Own AB	2F	H	7.01	33.9	7 3/16x3x3/16	T
71	AB	3-5	4000	147	219	...	6450	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	T
72	AB	3-5	4200	147	219	...	6700	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	2F	H	7.54	36.6	8x2¼x¼	T
73	AB	3-5	4150	147	219	...	6450	P34x7	DP34x7	Own BG	6-3⅝x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	T
74	AB	3-5	4500	147	219	...	6700	P34x7	DP34x7	Own BG	6-3⅝x5	Own AB	U 4	No	Own AB	2F	H	7.58	36.7	8x2¼x¼	T
75	BM	3-5	4700	157	211	...	7500	B9.00/20	DB9.00/20	Own CE	6-4x5½	Own BC	U 4	No	Own AB	2F	H	7.01	40.9	8½x3x¼	T
76	BC	3½-6	5250	154	226	...	7850	P36x8	DP36x8	Own CE	6-4x5½	Own BC	U 4	No	Own BC	2F	H	7.58	44.2	8⅛x3x3/16	T
77	BC	3½-6	5500	154	226	...	8000	P36x8	DP36x8	Own CE	6-4x5½	Own BC	U 4	No	Own BC	CD	R	7.88	46.0	8⅛x3x3/16	T
78	BX	3½-6	5750	171	225	...	7900	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	CD	R	7.88	55.2	9½x3x¼	T
79	BX	3½-6	5600	171	225	...	8050	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.01	49.4	9½x3x¼	T
80	BJ	5-8	6450	168	245	...	9800	B10.50/22	DB10.50/22	Own BK	6-4½x5½	Own AL	A 4	No	Own AK	2F	H	6.92	36.4	11¼x3¼x¼	T
81	BQ	6-8	6800	191	245	...	10000	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own BQ	A 4	No	Own AK	2F	H	7.43	47.7	10½x3x¼	T
82	AK	5-7½	5150	162	228	...	9500	B10.50/24°	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.83	50.5	8⅝x3x3/16	C
83	AK	5-7½	5250	162	228	...	9400	B10.50/24°	DB10.50/24°	Own AC	4-5x6	Own AK	A 4	No	Own AK	2F	H	6.92	55.3	8½x2¾x¼	C
84	AK	6-8	6450	174	240	...	10400	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own AC	A 4	No	Own AK	2F	H	7.43	47.7	8⅝x3x3/16	C
85	BX-S	7½	6250	207	225	...	9200	B9.75/24	DB9.75/24	Own BX	6-4¼x5½	Own B	U 4	No	Own BX	2F	H	7.54	53.1	9½x3x¼	T
86	AC Light	5-7½	4950	168	240	...	9200	B10.50/24°	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.46	54.4	8x3x3/16	C
87	AC Medium	6-8	5500	168	240	...	9800	S36x6	DS40x6	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.75	49.8	8x3x3/16	C
88	AC Heavy	7½-10	6000	168	240	...	10150	S36x7	DS40x7	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.95	57.4	8x3x3/16	C
89	AC	6-8	6450	174	240	...	11400	B10.50/24	DB10.50/24	Own BQ	6-4¾x5¾	Own AC	A 4	No	Own AC	CD	R	8.4	53.9	8⅝x3x3/16	C
90	AP	7½-10	8500	191	216	...	11700	S36x7	DS40x8	Own AP	6-5x6	Own AC	J 4	No	Own AC	CD	R	8.31	53.3	8x3x3/16	C
91	Mar.-Herr. A10	1½	2250	135	155	9650	4650	B6.50/20	DB6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	A 2	Own-Tim	BF	H	6.60	82.0	7⅞x2½x7/32	C
92	(all 4 Wh.Dr.) A20	2½	3150	135	155	11900	4900	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	Cla R103	U 5	A 2	Own-Tim	BF	H	5.83	80.0	7⅞x2½x7/32	C
93	A30	3½	4050	155	167	15000	6000	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Cla R900	U 5	A 2	Own-Tim	BF	H	6.17	116.	9⅞x3x7/32	C
94	A40	4	4850	155	167	18500	7500	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Fu 5A380	U 5	A 2	Own-Tim	BF	H	7.80	133.	9⅞x3x7/32	C
95	A50	4	5685	155	167	19150	8150	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Fu 5A380	U 5	A 2	Own-Wis	2F	H	8.0	136.	9⅞x3x7/32	C
96	TH300	4½	6285	163	193	21300	9300	B9.75/20	DB9.75/20	Her YXC	6-4⅜x4¾	Fu 5A380	U 5	A 2	Own-Wis	2F	H	8.0	142.	8⅛x3x3/16	P
97	TH310	5	6785	163	193	22620	9620	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu 5A530	U 5	A 2	Own-Wis	2F	H	8.0	144.	8⅛x3x3/16	P
98	TH310A	6	7785	163	193	25120	10120	B9.75/22	DB9.75/22	Her RXC	6-4⅝x5¼	Fu 5A530	U 5	A	Own-Wis	2F	H	7.79	140.	8⅛x3x3/16	P
99	(13) TH315	7	9125	198	216	27950	10950	B10.50/20	DB10.50/20	Her HXB	6-5x6	BL 724	U 4	A 3	Own-Wis	2F	H	7.79	140.	8⅛x3x3/16	P
100	(13) TH320	8	10500	198	228	33200	14200	B10.50/24	DB10.50/24	Her HXC	6-5¼x6	BL 724	U 4	A 3	Own-Wis	2F	H	8.05	166.	10x3x⅜	P
101	(13) TH330	9	12500	198	228	35920	14920	B11.25/24	DB11.25/24	Her HXD	6-5½x6	BL 734	U 4	A 3	Own-Wis	2F	H	8.40	154.	10x3x⅜	P
102	Menominee A-15	1½	1485	144	160	8750	3750	B7.00/20	B7.00/20	Wau TL	6-3⅜x4¾	Fu MKU10	U 4	No	Cla B373	SF	R	5.00	31.7	5⅝x3¼x¼	C
103	DX-6	2½	2850	156	175	13760	5760	B7.50/20	B7.50/20	Wau 6-90	6-3⅜x4¾	BL 234	U 4	No	Wis 6617	2F	R	5.83	37.3	6x2¼x3/16	C
104	DN-6	3	3275	156	175	15200	6200	B8.25/20	DB8.25 20	Wau MK	6-4⅛x4¾	BL 524	U 4	No	Wis 8817	2F	R	6.72	48.9	6x2¼x3/16	P
105	A30	3	3275	165	185	15035	7035	B8.25/20	DB8.25/20	Wau MK	6-4⅛x4¾	BL 528	U 8	No	Tim 58206H	SF	R	7.8	90.8	8x3x¼	C
106	N-6	3½	3715	165	185	16800	6800	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Wis 8817	2F	R	7.93	57.7	8x2⅜x¼	P
107	JX-6	5	4650	175	190	20200	7200	B9.00/20	DB9.00/20	Wau 6-125	6-4⅜x5⅛	BL 724	U 4	No	Wis 1458	2F	R	9.12	64.4	10x2⅝x¼	P
108	6W-8	8	5800	185	200	28600	11000	B8.25/20	DB8.25/20	Wau 6-125	6-4⅜x5⅛	BL 724	U 4	No	Wis 8D210	2F	R	8.50	60.1	10x2⅝x¼	P
109	Moreland RR10	1½	1195	159	Op	10000	4195	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 53200H	SF	H	5.66	35.0	7 3/16x2⅝x¼	T
110	RR12	2	1400	159	Op	12000	4585	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300H	SF	H	5.83	36.1	7 3/16x2⅝x¼	T
111	RR15	...	1600	159	Op	15000	5250	B8.25/20	DB8.25/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 56200H	SF	H	6.17	38.2	7 3/16x2⅝x¼	T
112	B16	...	2595	184	Op	16000	5800	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 56200H	SF	R	6.17	38.0	9 3/16x3½x3/16	T
113	E18	...	2828	184	Op	18000	6460	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 58205H	SF	R	6.14	37.8	9 3/16x3½x3/16	T
114	E22	...	3405	184	Op	22000	7150	B9.75/20	DB9.75/20	Her WXC3	6-4¼x4½	BL 524	U 4	No	Tim 65720H	WF	R	7.25	44.5	9 3/16x3½x3/16	T
115	H26	...	4815	196	Op	26000	8900	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL 524	U 4	No	Tim 66720W	WF	R	8.20	59.8	9⅛x3 11/16x7/32	T
116	Omort 20	2	1095	131	210	10000	3725	B6.00/20	DB6.00/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.20	39.6	6x2¾x¼	L
117	25	2½	2650	130	130	16000	6100	P32x6	DP32x6	Her WXB	6-3¾x4½	Fu MGU	U 4	No	Wis 6787L	2F	R	6.41	41.6	6x3½x3/16	I
118	30	3	3250	134	148	18000	6600	P34x7	DP34x7	Her WXB	6-3¾x4½	Fu MGOG	A 4	U 2	Wis 8817L	2F	R	7.93	65.0	6x3½x⅜	I
119	35	3½	3850	150	150	21000	7600	P36x8	DP36x8	Her WXC	6-4x4½	Fu MGOG	A 4	U 2	Wis 1567H	2F	R	9.11	74.7	6x3½x½	I
120	Oshkosh JSW	1½-2	2650	123	Op	10660	4880	B7.00/20	DB7.00/20	Her WXC	6-4x4½	BL 224	U 4	No	Own JSB	SF	H	6.19	40.1	6x3½x¼	T†
121	(All 4Wh. Dr) JSB	1½-2	2490	149	Op	10750	4760	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	BL 51-4	U 4	No	Own JSB	SF	H	6.19	40.1	6x3½x¼	T†
122	LB	2-2½	3750	146	165	13900	6700	B9.00/20	B9.00/20	Her JXC	6-3¾x4¼	BL 51-4	U 4	No	Own LB	2F	H	7.3	39.0	7x3x¼	T
123	(cont'd) LC	2½-3	4000	146	165	15150	6950	B9.00/20	B9.00/20	Her WXC	6-4x4½	BL 55-4	U 4	No	Own LC	2F	H	7.3	53.1	7x3x¼	T

Line Number	Engine Details: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes Service: Make, Location Type, Operation	Brakes Service: Lining Area	Brakes Service: Drum Material	Brakes: Hand Location, Type	Body Mounting Data: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type
1	369	4.8	234	39.6	99-2800	L	G	B	7-3	11½	PC	Pe	Zen	M	AL	DR	BL 61	Yo	Blo	Cla F318	Ros	L4IH	380	p	CD	81	61	31½	41x2½	54⅞x3	½
2	369	4.8	234	39.6	99-2800	L	G	B	7-3	11½	PC	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	326	G	TD	88¾	65	34⅛	41⅞x2½	48½x3	½
3	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	PC	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	405	G	TD	94½	70¾	34 1/16	41⅞x2½	48½x3	½
4	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632-3	Ros	L4IH	620	p G	CD	96½	70¾	31½	41⅞x2½	54⅞x3	½
5	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	PC	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	110¼	86½	35	41⅞x2½	48½x3½	½
6	525	4.8	336	48.6	111-2200	L	G	B	7-3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 633-11	Ros	L4IH	556	p G	CD	96½	64	31½	41⅞x2½	54⅞x3	½
7	525	4.8	336	48.6	111-2200	L	G	B	7-3	11½	PC	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	119	86½	35	41⅞x2½	48½x3	½
8	228	4.7	142	27.3	59-2800	L	G	C	7-2½	10 11/16	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 30020H	Ros	L4IH	249	G	TX	92	56	34	37x2¼	54x2½	N
9	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	N
10	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	½
11	339	4.7	210	38.4	76-2400	L	G	A	7-2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IH	380	G	TX	108	69⅜	34	39½x2½	54x3	½
12	339	4.7	210	38.4	76-2400	L	G	A	7-2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IHV	380	G	CD	108	69⅜	34	39½x2½	54x3	½
13	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582B	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
14	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
15	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
16	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34⅛	40x2½	54x3	½
17	529	4.9	350	51.3	115-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34¼	40x2½	54x3	½
18	762	17.	420	57.0	125-1800	H	G	N	7-3½	17½	CC	En	No	M	CI	LN	dp.BL	Yo	Spi	Shu 1633W	Ros	Ws4IA	560	G	CD	144	90	34	40x3	54x3	½
19	213	5.0	133	26.3	66-3400	L	C	C	4-2⅝	6¼	FP	No	Til	M	AL	AL	B-W	Mo	Spi	Own D-50	Own	B4IM	156	P	21	54 1/16	29¼	Var	36½x1¾	51x1¾	N
20	186	4.6	124	21.	39-2400	L	G	C	3-2	6¼	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 104	Ros	B4IM	217	Pa	TX	66 1/16	35 11/16	32⅛	40x2	46x2½	¼
21	186	4.6	124	21.	39-2400	L	G	C	3-2	6¼	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	B4IM	212	P	21	93⅝	53⅝	32⅛	40x2	46x2½	N
22	186	4.6	124	21.	39-2400	L	G	C	3-2	6¼	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	B4IM	212	P	21	93⅝	53⅝	32⅛	40x2	46x2½	N
23	224	4.7	138	25.3	54-2700	L	G	A	4-2⅜	7½	PC	No	Zen	M	DR	DR	P.Ro	Mo	MM	Own 105	Ros	B4IM	287	P	2I	93⅝	53⅝	32 1/16	40x2	46x2½	½
24	224	4.7	138	25.3	54-2700	L	G	A	4-2⅜	7½	PC	No	Zen	M	DR	DR	P.Ro	Mo	MM	Own 200	Ros	B4IM	302	P	2I	93⅝	53⅝	32 1/16	40x2¼	46x2½	½
25	224	4.7	138	25.3	54-2700	L	G	A	4-2⅜	7½	PC	No	Zen	V	DR	DR	P.Ow	Mo	MM	Own 200	Ros	B4IM	295	Pa	2I	98⅛	55⅝	32	40x2¼	52x2½	¼
26	207	5.5	137	26.3	59-2900	H	G	C	4-2⅜	6	FP	Ha	Til	M	DR	DR	P.Ro	Mo	MM	Own 108	Ros	B4IM	271	Pa	2I	93⅝	53⅝	32 1/16	40x2	46x2½	½
27	223	5.4	154	28.3	63-3200	H	G	C	4-2⅜	6 1/16	FP	Ha	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	303	Pa	2I	106⅝	62⅝	34	40x2	54x3	½
28	279	4.6	176	31.5	67-2600	H	G	C	7-2½	13 1/16	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 251	Ros	B4IM	378	Pa	2I	104	61½	34	42x3	54x3	½
29	279	4.6	176	31.5	67-2600	H	G	C	7-2½	13 1/16	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	430	Pa	2I	115	72½	34	42x3	56x3	½
30	279	4.6	176	31.5	67-2600	H	G	C	7-2½	13½	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	430	Pa	2I	115	72½	34	42x3	56x3	½
31	312	4.0	200	28.9	59-1800	H	C	A	3-2¾	7⅜	FP	HS	Zen	V	RB	DR	P.Ow	Ow	Own	Own 400	Own	BO4IM	710	Pa	2I	106½	73¼	34	41⅛x3	56x3½	¼
32	390	3.8	240	36.1	69-1800	H	C	A	3-3	7⅜	FP	HS	Zen	V	RB	DR	P.Ow	Ow	Own	Own 500	Own	BO4IM	794	Pa	2I	120	81⅞	34	44x3	58x4	¼
33	525	4.5	315	48.6	98-1800	H	G	C	7-3¼	17¾	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	BO4IMV	729	Pa	TD	106	72	34	48x3	56x3	N
34	648	4.4	398	60.0	114-1800	H	G	C	7-3¼	17¾	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	BO4IMV	729	Pa	TD	106	72	34	48x3	56x3	N
35	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	N
36	298	1.7	200	33.7	80-2800	L	G	C	7-3	9⅞	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	FD	96	60	31½	39x2½	52x3	½
37	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	½
38	339	4.4	212	38.4	76-2400	L	C	A	7-2⅝	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	110	72	31½	40x2½	52x3	½
39	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	394	a	TX	108	60	31½	38x2¼	52x3	½
40	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	394	a	FD	120	72	31½	40x2½	52x3	½
41	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
42	377	4.9	258	38.4	92-2300	H	C	A	4-2⅞	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
43	453	4.8	300	48.6	98-2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	602	a	FD	110	72	33¾	42x2½	56x3½	½
44	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
45	468	4.4	322	43.3	125-2400	H	C	A	4-2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
46	572	4.3	358	48.6	114-1900	L	G	C	4-3	10 1/16	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
47	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11 1/16	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	¼
48	214	4.9	137	27.3	61-3000	L	C	C	7-2⅛	8 11/16	FP	No	Str	V	DR	DR	D.BL	Mo	Spi	Tim 30000H	Ros	L4IH	308	G	TX	101	64	34	38x2¼	52x2½	N
49	248	5.	172	27.4	78-3100	L	C	C	7-2⅜	10 1/16	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IH	452	G	TX	126	76	34	38x2½	52x2½	½
50	288	4.6	182	32.6	73-2700	L	C	C	7-2⅝	12 11/16	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IH	354	G	F	166	76	34	38x2½	52x3	½
51	318	4.6	204	36.0	80-2700	L	C	C	7-2⅝	12 11/16	FP	No	Str	V	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L4IH	648	G	TD	172	104	34	38x2½	52x3	½
52	427	4.2	270	45.9	102-2400	H	C	C	7-2¾	13 1/16	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 35020H	Ros	L4IHV	676	G	FD	170	108	34	38x2½	52x3	¼
53	672	15.	420	57.0	125-1800	H	G	N	7-3¼	13 1/16	FP	En	No	M	No.	LN	D.BL	Ow	Spi	Tim 26450	Ros	Ws4IA	848	G	FD	180	130	38	44x2½	52x3	¼
54	224	4.7	145	25.3	61-2800	L	G	C	4-2⅜	8 1/16	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	287	Da	TX	110¾	67½	31⅞	38x2	52½x2½	½
55	242	5.0	160	27.3	65-2800	L	G	C	4-2⅜	8 1/16	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	271	Da	TX	143¾	79½	32	38x2	52½x2½	½
56	299	4.9	195	33.5	82-2600	L	G	C	4-2¾	10	PC	Ha	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IHV	327	Da	TX	120	78¾	32	38x2	57½x2	½
57	299	4.9	195	33.5	82-2600	L	G	C	4-2¾	10	PC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33020H	Ros	L4IHV	367	Da	FD	140¼	93	32	39x2½	60x3	½
58	354	4.3	228	36.2	86-2300	L	G	C	4-2¾	10	FP	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33000H	Ros	L4IHV	458	Da	FD	144	75	32	39x2½	60x3	½
59	462	4.6	310	46.	97-2000	L	G	C	7-3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 35000H	Ros	L4IHV	468	Da	FD	168	88	32⅛	44x3	60x3½	½
60	462	4.6	324	46.	125-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Ow	Spi	Tim 27450W	Ros	Ws4IA	690	Da	FD	168	81¼	34	44x3	60x3½	N
61	248	4.4	150	27.3	65-2800	L	C	A	7-2⅜	10 1/32	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	c	TX	96	58	34	37½x2¼	49¼x2½	N
62	248	4.4	150	27.3	65-2800	L	C	A	7-2⅜	10 1/32	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	c	TX	128	81	34	37½x2¼	50x2½	½
63	248	4.4	150	27.3	65-2800	L	G	A	7-2⅜	10 1/32	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	293	c	TX	128	81	34	37½x2¼	50x2½	½
64	315	4.6	200	33.7	72-2500	L	G	C	7-2⅝	12⅜	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IH	345	c	TX	128	81	34	37½x2¼	50½x2½	½
65	381	4.4	242	40.8	85-2500	L	G	C	7-2⅝	12½	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IHV	385	c	CD	128	81	34	39x2½	53x3	½
66	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	385	c	CD	128	81	34	39x2½	53x3	½
67	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	485	c	RI	128	81	34	39x2½	53x3	½
68	248	4.9	145	25.4	64-3000	L	G	C	7-2⅝	10 11/32	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BL	Own	L4IH	302	P	FX	120	72½	33 1/16	40⅞x2½	52¾x2½	N
69	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	10 11/32	FP	Ha	Str	M	RB	NE	D.Ow	Ow	Spi	Own BG	Own	O4IMV	427	a	FX	120	72½	33 1/16	42x2½	54x3	N
70	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	10 11/32	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BF	Own	O4IMV	427	a	FX	132	84½	33 1/16	44x2½	54x3	½
71	283	4.4	176	28.9	63-2100	L	G	C	3-3	18	PS	Ow	Str	G	RB	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
72	283	4.4	176	28.9	63-2100	L	G	C	3-3	18	PS	Ow	Str	G	RB	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56½x3½	N
73	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	10 11/32	FP	Ha	Str	M	RB	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
74	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	10 11/32	FP	Ha	Str	M	RB	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56½x3½	N
75	414	4.6	261	38.4	98-2400	L	G	C	7-3	12 1/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BM	Own	O4IMV	427	a	FX	120	102½	33¼	44x2½	54x3½	N
76	414	4.6	261	38.4	98-2400	L	G	C	7-3	12 1/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	610	a	FX	120	73	33¼	43¾x3	56½x3½	N
77	414	4.6	261	38.4	98-2400	L	G	C	7-3	12 1/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	590	a	JX	120	73	33⅜	43¾x3	54x3	N
78	468	4.7	292	43.4	108-2400	L	G	C	7-3	12 1/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	619	a	JX	180	91	33 1/16	53 1/16x3	54x3	N
79	468	4.7	292	43.4	108-2400	L	G	C	7-3	12 1/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	619	a	FX	180	91	33 1/16	53 1/16x3	56⅛x3½	N
80	525	4.8	350	48.6	125-2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own AK	Own	O4IMV	618	a	FX	120	79	33¼	50x3½	59 1/16x4	¼
81	611	5.7	398	54.2	128-2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own BQ	Own	O4IMV	618	a	FX	150	102	33¼	50x3½	58 1/16x3½	½
82	471	4.0	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AK	Own	O4IMV	492	a	JX	132	93	37½	48x3½	52x4	½
83	471	4.0	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AK	Own	O4IMV	492	a	FX	132	93	37½	48x3½	56x4	½
84	611	5.7	398	54.2	128-2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	561	a	FX	132	93	37⅝	47 1/16x3½	58⅛x4	¼
85	468	4.7	292	43.4	104-2300	L	G	C	7-3	13 1/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Ros	O4IMV	619	a	FX	212	138	33 1/16	53 1/16x3	56⅛x3½	N
86	471	4.0	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	OJXM	194	c	2I	156	104	37½	46x3½	52x4	½
87	471	4.0	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	OJXM	194	c	2I	156	104	37½	46x3½	52x4	½
88	471	4.0	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	OJXM	194	c	2I	156	104	37½	46x3½	52x4	½
89	611	5.7	398	54.2	128-2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	c	2I	156	105	37½	48x3½	52x4	½
90	706	4.4	427	60.0	138-1900	L	G	S	4-3 1/16	11 11/16	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	c	2I	180	108⅞	37½	46 1/16x3½	52x4	½
91	228	4.7	156	27.3	63-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	380	a	FX	88	52	34	42x2½	50x2½	½
92	282	5.3	193	33.7	73-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	452	a	FD	88	52	34	42x2½	50x2½	½
93	339	5.0	235	38.4	94-2800	L	G	A	7-2⅝	13¼	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IHV	578	a	FD	119	72	34	44x3	52x3	½
94	383	5.0	265	43.3	106-2800	L	G	A	7-2⅝	13¼	PC	No	Zen	M	DR	DR	P.BB	Yo	Blo	TWH	Ros	L4IHV	660	a	FD	119	72	43	44x3	52x3	½
95	383	5.0	265	43.3	106-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BB	Yo	Blo	Own-Wis	Ros	W2/4IA	812	a	FD	119	72	34	44x3	52x3	½
96	428	4.4	280	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	812	a	FD	109	72	34	44x3	52x3½	½
97	478	4.4	315	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	918	a	FD	109	72	34	44x3	52x3½	½
98	529	4.9	350	51.3	114-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	918	a	FD	109	72	34	44x3	52x3½	½
99	707	4.5	460	60.0	150-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	974	a	FD	168	102	34	52x4	54x4	½
100	779	4.5	508	66.2	164-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	974	a	2FD	140	102	34	52x4	54x4	½
101	855	4.5	550	72.8	180-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	974	a	2FD	140	102	34	52x4	54x4	½
102	255	5.0	170	27.3	68-2600	L	G	C	4-2⅜	7⅝	PC	No	Zen	M	NE	NE	D.Fu	Pe	Blo	Cla 212	Ros	L4IHV	377	P	TX	113	65	32	40x2¼	50x2½	½
103	255	5.4	182	27.3	90-3200	F	G	C	4-2⅝	7 1/16	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	580	G	TD	118	68	32	44x2½	52x3	½
104	381	4.8	240	40.8	85-2500	L	G	C	7-2⅝	12½	PC	Wa	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	662	G	TD	118	68	32	44x2½	52x3	½
105	381	4.8	240	40.8	85-2500	L	G	C	7-2⅝	12½	PC	Wa	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	662	G	TD	146½	86½	34	44x2½	52x3	½
106	358	5.2	254	38.4	110-2800	F	G	C	7-2⅞	10¾	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5572	Ros	L4IHV	662	G	TD	139	85	32	44x2½	54x3½	½
107	462	5.1	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5572	Ros	L4IHV	770	G	TD	147	96	36	44x3	54x4	½
108	462	5.1	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu	Ros	L6IHV	1095	G	TD	Opt	Opt	36	44x3	54x4	..
109	282	5.0	176	33.8	73-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 30000H	Ros	L4IH	254	a	TD	132	78	34	40x2½	54x3	½
110	282	5.0	176	33.8	73-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 31000H	Ros	L4IH	364	a	TD	132	78	34	40x2½	54x3	½
111	282	5.0	176	33.8	73-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 31000H	Ros	L4IH	364	a	TD	132	78	34	40x2½	54x3	½
112	383	4.4	262	43.3	92-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	364	a	TD	156	101	34	40x2½	54x3	½
113	383	4.4	262	43.3	92-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	405	a	TD	156	101	34	41½x2½	54x3	½
114	383	4.4	262	43.3	92-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 35120H	Ros	L4IH	555	a	TD	156	101	34	41½x2½	54x3	½
115	501	4.9	330	48.6	110-2200	L	G	C	7-3	12½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	W4IA	620	a	TD	168	111¼	34	42x3	56x3½	½
116	228	4.4	143	27.3	60-2400	L	G	C	7-2½	10 11/16	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
117	298	4.7	190	33.7	66-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5429	Ros	L4IH	406	G	TD	84	53½	31	40x2½	54x3	..
118	298	4.7	190	33.7	66-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5532	Ros	L4IH	406	G	TD	88	57½	31	40x2½	54x3	½
119	339	4.7	225	38.4	73-2000	L	G	B	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5532	Ros	L4IH	498	G	TD	108	74	31	40x2½	54x3	½
120	339	4.7	225	38.4	75-2200	L	G	C	7-2½	13¼	PC	No	Zen	M	AL	AL	P.BL	Ow	Spi	Own JSB	Ha	B4IMV	304	G	TX	77½	51	34	42x2½	44x2½	½
121	282	5.3	176	33.7	72-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Ow	Spi	Own JSB	Ha	B4IMV	304	G	TX	103½	77	34	42x2½	44x2½	½
122	282	5.3	176	33.7	72-2500	L	G	C	7-2½	10 11/16	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LB	Ros	O4XM	142	C	2I	112¼	82	34	44x2½	50x3	N
123	339	4.7	210	38.4	70-2000	L	G	C	7-2⅝	13¼	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LC	Ros	O4XM	142	G	2I	112¼	82	34	44x2½	50x3	½

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS — ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	Oshkosh B3S	3½–4	4960	146	165	19475	8175	B10.50/20	B10.50/20	Her WXC3	6–4¼x4½	Fu 5A380	U 5	A 2	Own B3S	SF	H	6.10	86.2	7x3x½	L
2	(concl'd) B3D	3½x4	5390	146	165	19700	8400	B10.50/20	B10.50/20	Her WXB3	6–4¼x4½	Fu 5A380	U 5	A 2	Own B3D	2F	H	7.00	98.0	7x3x½	L
3	C3S	4–5	5150	148	165	21850	8350	B11.25/20	B11.25/20	Her YXC2	6–4½x4¾	Fu 5A530	U 5	A 2	Own C3S	SF	H	6.10	86.8	7x3x½	L
4	C3D	4–5	5795	146	165	22200	8700	B11.25/20	B11.25/20	Her YXC2	6–4½x4¾	Fu 5A530	U 5	A 2	Own C3D	2F	H	6.40	90.2	7x3x½	L
5	FC	5	5990	146	165	22725	9225	B11.25/20	B11.25/20	Her RXB	6–4½x5¼	Fu 5A530	U 5	A 2	Own FC	2F	H	7.60	67.6	7x3x½	L
6	FB	5–6	6350	146	165	25000	9500	B11.25/20	B11.25/20	Her RXC	6–4½x5¼	Fu 5A530	U 5	A 2	Own FB	2F	H	7.60	106.	7x3x½	L
7	FD	6–7½	7350	146	165	30000	11500	B10.50/20	DB10.50/20	Her RXC	6–4½x5¼	Fu 5A530	U 5	A 2	Own FD	2F	H	7.20	101.	8x3x¼	L
8*	BG3	7½–10	8500	165	175	37000	13200	P40x10	DP40x10	Her GXB	6–5x5¾	BL 734	U 4	A 3	Own BG3	2F	H	6.20	101.	10x3¼x1½	L
9	GD	10	9800	165	175	38000	14200	B13.50/20	B13.50/20	Her HXD	6–5½x6	BL 734	U 4	A 3	Own GD	2F	H	6.10	99.3	10x3¼x½	L
10	Pierce-Arrow 13S385	2–2½	2500	160	200	13000	5750	B8.25/20	DB8.25/20	Own 8	8–3½x5	Co RU4SL	U 4	No	Tim 56200	SF	R	5.28	32.6	7¾x3½x⅛	C
11	15T298	3–3½	1950	150	200	15000	5725	B8.25/20	DB8.25/20	Her WXB	6–3¾x4½	Cla 108B	U 4	Op	Tim 56200	SF	R	6.16	40.2	7¾x3½x⅛	C
12	17T361	3–4	2350	150	200	17000	5725	B9.00/20	DB9.00/20	Her WXC2	6–4½x4½	Co RU4SL	U 4	Op	Tim 58200	SF	R	6.83	42.2	7¾x3½x⅛	C
13	Reo BN	½–¾	530	130	130	5500	2805	B6.50/18	B6.50/18	Own	6–3½x5	Own	U 3	O 2	Own	B½	H	4.9	16.1	7½x2½x⅛	C
14	1A, (1C†)	1–1½	575	136	160	9000	3135	B6.00/20	DB6.00/20	Own	4–3½x4½	Own	U 4	O 2	Own	SF	H	5.8	38.4	7x2¾x½	C
15	1B, (1D†)	1½–2½	695	140	164	10500	3260	B6.00/20	DB6.00/20	Own	6–3¾x5	Own	U 4	O 2	Own	SF	H	5.28	34.8	7x2¾x½	C
16	2B–2D	2–3	945	142	166	12500	3865	B6.50/20	DB6.50/20	Own	6–3¾x5	Own	U 4	O 2	Own	SF	H	5.83	38.4	7x3x¼	C
17	2H (2J, 2K††)	2–4	1245	142	184	15000	4475	B7.00/20	DB7.00/20	Own	6–3¾x5	Own	U 4	O 2	Own	SF	H	6.6	42.9	7x¼x3	C
18	3H(3J,3K,3M††)	2–5	1795	142	184	17500	5125	B7.50/20	DB7.50/20	Own	6–3¾x5	Own	U 4	O 2	Own	SF	H	6.5	42.9	8¼x¼x3	C
19	4H,4J,4K,4M	4–6	2595	170	205	20000	6280	B9.00/20	DB9.00/20	Own	8–3¾x5	Own	U 4	O 2	Own	SF	H	6.14	40.5	10x3¾x¼	C
20	Schacht 10HA	2–3	1370	156	195	11500	4072	B7.00/20	DB7.00/20	Con 16C	6–3¾x4⅝	BL 35	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	P
21	15HA	2½–3½	1735	156	195	13000	4375	B8.25/20	DB8.25/20	Con 16C	6–3¾x4⅝	BL 35	U 4	No	Tim	BF	H	6.06	38.5	6x3x¼	P
22	20HA	2½–4	2185	160	207	15300	4783	B8.25/20	DB8.25/20	Her WXC	6–4x4½	Fu MLU	U 4	No	Tim	BF	R	6.06	38.5	6x3x¼	P
23	25HA	3–4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6–4x4½	Fu MGU	U 4	No	Tim	BF	R	6.02	39.2	7x3x¼	P
24	28HA	4–5½	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6–4x4½	Fu MGU	U 4	No	Tim	BF	R	6.83	43.8	7x3x¼	P
25	30HA	4½–6	3295	146	227	23000	6800	B9.75/20	DB9.75/20	Her WXC	6–4x4½	Fu MGU	U 4	No	Wis	2F	R	7.14	46.4	7x3x¼	P
26	35HA	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6–4¼x4½	Fu MGU	U 4	No	Own	2F	R	8.00	52.0	8½x3x⅛	P
27	40H	5–7	4295	154	235	25500	7600	B9.75/20	DB9.75/20	Her YXC	6–4⅝x4¾	Fu 5A–53	U 5	No	Own	2F	R	7.07	49.7	8½x3x⅛	P
28	40HB	7–9	4695	154	235	29500	7750	B10.50/20	DB10.50/20	Her YXC	6–4⅝x4¾	Fu 5A–53	U 5	No	Wis	2F	R	7.07	49.7	8½x3x⅛	P
29	66HA	8–11	5895	152	247	35000	9820	B10.50/24	DB10.50/24	Her RXC	6–4⅝x5¼	Fu 5A–53	U 5	No	Wis	2F	R	7.07	49.8	8½x3x⅛	P
30	(T) TRDA	10	3895	148	174	39000	6450	B9.75/20	DB9.75/20	Her YXC3	6–4⅝x4¾	Fu 5A–53	U 5	No	Own	2F	R	7.8	56.8	7¾x¼	P
31	Sterling FB40	1½–2	1135	142	162	11000	3450	B6.50/20	DB6.50/20	Con 25A	6–3¾x4	WG T9	U 4	No	Own	BF	H	5.66	36.2	6x2⅝x⅛	C
32	FB50	2–2½	1240	142	162	11500	3650	B7.00/20	DB7.00/20	Con 25A	6–3¾x4	WG T9	U 4	No	Own	BF	H	5.66	36.2	6x2⅝x⅛	C
33	FB60	2½–3	1590	142	162	14000	4150	B7.00/20	DB7.00/20	Wau TL	6–3¾x4¾	WG T9	U 4	No	Own	BF	H	5.83	37.3	6x2⅝x⅛	C
34	FB70	2½–3	2635	174	204	17000	5755	B7 50/20	B7.50/20	Wau ML	6–4x4¾	Own UC7	U 5	No	Own	BF	R	7.4	52.7	10x3¼x¼	L
35	FD80	3–4	3065	174	204	21000	6680	B8.25/20	DB8.25/20	Wau 6ML	6–4x4¾	Own UC7	U 5	Op	Own	2F	R	7.8	55.3	10x3¼x¼	L
36	FB80 Spec	3½–4	3010	174	204	21000	6680	B8.25/20	B8.25/20	Wau ML	6–4x4¾	Own UC7	U 5	No	Own	BF	R	7.8	55.6	10x3¼x¼	L
37	FC90	4	4105	174	204	22000	7480	B9.00/20	DB9.00/20	Wau 6MK	6–4½x4¾	Own UC7	U 5	Op	Own	CD	R	8.66	61.7	10x3¼x¼	L
38 *	FD90	4	3315	174	204	22000	7480	B9.00/20	B9.00/20	Wau MK	6–4½x4¾	Own UC7	U 5	No	Own	2F	R	8.0	57.0	10x3¼x¼	L
39	FD97S	4–5	4355	192	222	26000	8200	P36x8	DP36x8	Wau 6SRL	6–4⅝x5¼	Own UC2	U 4	Op	Own	w/2F	R	7.75	51.6	12x3¼x¼	L
40	FC100	5–5½	4185	192	222	26000	7750	P36x8	DP36x8	Wau 6MK	6–4½x4¾	Own UC2	U 4	Op	Own	CD	R	9.3	61.2	12x3¼x¼	L
41 *	FD115	5–6	4690	192	222	32000	8750	P40x8	DP40x8	Wau 6SRL	6–4⅝x5¼	Own UC2	U 4	Op	Own	w/2F	R	8.20	54.6	12x3¼x¼	L
42	FC107	5–6	4700	192	222	27000	8200	P36x8	DP36x8	Wau 6SRL	6–4⅝x5¼	Own UC2	U 4	Op	Own	CD	R	8.20	54.6	12x3¼x¼	L
43 *	FD140	7–8	6285	192	222	35000	10050	P40x8	DP42x9	Wau 6-125	6–4⅝x5¼	Own UC2	U 4	Op	Own	w/2F	R	10.0	66.6	15x3¼x¼	L
44 *	FC135	7–8	4800	192	222	35000	8900	P40x8	DP40x8	Wau SRL	6–4⅝x5¼	Own UC2	U 4	Op	Own	CD	R	9.3	62.2	15x3¼x¼	L
45 *	FC140	8–8½	5245	200	230	36000	9350	P40x8	DP40x8	Wau 6-125	6–4⅝x5¼	Own UC2	U 4	Op	Own	CD	R	8.3	55.2	15x3¼x¼	L
46 *	FC145	8–8½	6180	200	230	37000	10100	P40x8	DP40x8	Wau AB	6–4½x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
47 *	FW170, FD170	9½–10½	6980	200	230	35000	10550	P40x8	DP44x10	Wau AB	6–4½x5¾	Own UC8	U 4	Op	Own	w/2F	R	10.0	62.7	15x3¼x¼	L
48 *	FC170	9½–10½	6900	200	230	40000	10550	P40x8	DP42x9	Wau RB	6–5x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
49	FD195	12–12½	8925	200	230	39000	10750	B10.50/20	DB10.50/20	Cum H Die	6–4⅞x6	BL 734	U 4	Op	Wis 1910W	2F	R	8.88	55.8	15x3¼x¼	L
50	Stewart 41X	¾	670	124	124	.....	2875	B6.50/18	B6.50/18	Lyc	6–3¼x4½	WG	U 4	No	Cla	S½	H	5.4	35.1	6x2¼x⅛	T
51	41XS	1	680	134	145	.....	2925	B6.50/18	B6.50/18	Lyc	6–3¼x4½	WG	U 4	No	Cla	S½	H	5.4	35.1	6x2¼x⅛	T
52	44X	1½	695	134	176	8500	3250	B6.50/20	B6.50/20	Lyc	6–3¼x4½	WG	U 4	No	Cla	SF	H	5.61	35.8	7½x2¾x⅛	T
53	42X	1¾	795	145	176	9000	3525	B6.50/..0	B6.50/20	Lyc	6–3¼x4½	WG	U 4	No	Cla	SF	H	5.6	35.8	7½x2¾x⅛	T
54	43X	2	905	145	176	10800	4005	B6.50/20	DB6.50/20	Lyc	6–3⅝x4½	WG	U 4	No	Cla	SF	H	6.3	22.	7½x2¾x⅛	T
55	45X	2	1295	145	190	12800	4350	B6.50/20	DB6.50/20	Lyc	6–3⅝x4½	WG	U 4	No	Cla	SF	R	6.37	44.4	7½x2¾x⅛	T
56	29XS	2½	1695	145	220	15000	5190	B7.00/20	DB7.00/20	Lyc	6–3¾x4½	BL	U 5	No	Cla	SF	R	6.37	44.4	7½x2¾x⅛	T
57	32X	3	1990	162	220	18000	5460	B7.00/20	DB7.00/20	Lyc	6–3¾x4½	BL	U 5	No	Cla	SF	R	6.37	44.4	9x2¾x⅛	T
58	58-8	3	2190	170	226	18000	6025	B7.50/20	DB7.50/20	Lyc	8–3¾x4½	Fu	U 5	No	Cla	SF	R	7.1	47.0	9x2¾x⅛	T
59	18X	3½	2690	165	220	20000	6600	B7.50/20	DB7.50/20	Lyc	6–3½x5	Fu	U 5	No	Tim	WF	R	7.25	47.5	9x2¾x⅛	T
60	48-8	3½	2990	170	241	20000	6750	B8.25/20	DB8.25/20	Lyc	8–3¾x4¾	BL	U 5	No	Cla	WF	R	7.1	50.1	9x2¾x⅛	T
61	19X	3½	3690	165	235	20000	7110	B9 00/20	DB9.00/20	Lyc	6–3⅞x5	Fu	U 4	A 3	Tim	WF	R	7.25	127.	9x2¾x⅛	T
62	38-6	3½–5	3990	170	241	23000	7600	B9.00/20	DB9.00/20	Wau	6–4⅜x5½	BL	U 5	A 3	Tim	WF	R	7.25	147.	9x2¾x⅛	T
63	38-8	3½–5	3990	170	241	23000	7600	B9.00/20	DB9.00/20	Lyc	8–3¾x4¾	BL	U 5	A 3	Tim	WF	R	7.25	147.	9x2¾x⅛	T
64	31X	5–6	5190	165	235	30000	9340	B9.75/20	DB9.75/20	Wau	6–4⅜x5½	BL	U 4	A 3	Tim	WF	R	8.2	15.1	9¼x2¾x⅛	T
65	27XS	7–8	6190	165	235	33000	10300	B10.50/24	DB10.50/24	Wau	6–4⅜x5½	BL	U 4	A 3	Tim	WF	R	10.1	93.8	9¼x2¾x⅛	T
66	Studebaker (1)S–2	1½–2	670	130	165	9000	3110	B6.00/20	P32x6	Own	6–3¼x4⅝	WG T9	U 4	No	Cla B373	SF	H	5.66	36.2	7x2¾x⅛	T
67	S–4	1¾–2½	785	130	165	10500	3445	B6.00/20	DB6.50/20	Own	6–3¼x4⅝	WG T9	U 4	No	Cla B412	SF	H	6.8	43.5	7x2¾x⅛	T
68	S–6	2–3	945	141	165	12000	4095	B6.50/20	DB6.50/20	Own	6–3¼x4⅝	WG T9	U 4	No	Tim 54200	SF	H	6.8	43.5	7x2¾x⅛	T
69	S–8	3–4	1395	141	183	16000	4875	B6.50/20	DP32x6	Own	6–3¼x4⅝	WG T9	U 4	A 2	Tim 58200	SF	H	7.8	75.8	8x2¾x⅛	T
70	Walter FN	2½–3	4500	120	144	15000	6500	B9.00/20	B9.00/20	Own 6MK	6–4½x4¾	Own FN	U 5	No	Own FN	2D	H	7.0	70.0	7x2¾x⅛	P
71	(all 4 Wh.Dr.) FM	3½–4	6300	120	144	18000	7500	B9.00/20	DB9.00/20	Own 6SRL	6–4⅝x5½	Own FM	U 5	No	Own FM	2D	H	8.0	60.0	12x2¾x¼	P
72	FKD	4–6	6300	118	136	24000	8500	B9.00/24	DB9.00/24	Own 6SRL	6–4⅝x5½	Own FK	U 5	No	Own FK	2D	H	8.5	85.0	13x3x¼	P
73	FCS	5–7	7200	136	160	27000	9500	B9.75/24	DB9.75/24	Own 6SRK	6–4⅝x5½	Own FK	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
74	FBS	5–7	7900	136	160	27000	9500	B9.75/24	DB9.75/24	Own 6RB	6–5x5¾	Own FH	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
75	FBRS	7–9	8300	136	160	32000	10500	B10.50/24	DB10.50/24	Own 6RB	6–5x5¾	Own FH	U 5	No	Own FHR	2D	H	8.5	85.0	13x3x¼	P
76	Ward La Fr. 25R14	2½	2800	176	208	14000	6000	B7.50/20	DB7.50/20	Wau ML	6–4x4¾	BL 324	U 4	No	Tim 54200H	SF	R	Opt	Opt	12x3x¼	B
77	25R16	3	2975	176	208	16000	6200	B8.25/20	DB8.25/20	Wau ML	6–4x4¾	BL 324	U 4	No	Tim 56200H	SF	R	Opt	Opt	12x3x¼	B
78	25R18	3–4	3275	176	208	18000	6400	B9.00/20	DB9.00/20	Wau MK	6–4½x4¾	BL 324	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3x¼	B
79	30R19	3–4	3675	194	226	19000	7000	B9.00/20	DB9.00/20	Wau MK	6–4½x4¾	BL 524	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3¼x⅞	B
80	320	3–4	3825	194	226	19000	7175	B9.00/20	DB9.00/20	Wau SRL	6–4⅝x5½	BL 534	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3¼x⅞	B
81	30R-20	3–4	4300	194	226	20000	7260	B9.00/20	DB9.00/20	Wau SRL	6–4⅝x5½	BL 534	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3¼x⅞	B
82	30R23	3½–5	4175	194	226	23000	7300	B9.75/20	DB9.75/20	Wau MK	6–4½x4¾	BL 524	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3¼x⅞	B
83	35R	4–5	4975	194	226	25000	8700	B9.75/20	DB9.75/20	Wau SRL	6–4⅝x5½	BL 534	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3¼x⅞	B
84	75RH	7½	6350	210	231	30000	10500	B10.50/20	DB10.50/20	Wau RB	6–5x5¾	BL 734	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3¼x¼	T
85	55RH	7½	5350	203	224	30000	10050	B10.50/20	DB10.50/20	Wau SRK	6–4⅝x5½	BL 724	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3¼x¼	T
86	55RWS	7½	5750	203	224	30000	10050	B10.50/20	DB10.50/20	Wau SRK	6–4⅝x5½	BL 724	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3¼x¼	T
87	50D	7½–10	5975	159	173	36000	11000	P40x8	DP40x8	Wau SRL	6–4½x5½	BL 724	U 4	No	Tim 68702D	WF	R	Opt	Opt	14x3¼x¼	T
88	100RW	7½–10	7350	210	231	36000	11500	B10.50/24	DB10.50/24	Wau RB	6–5x5¾	BL 734	U 4	No	Tim 68720W	WF	R	Opt	Opt	14x3¼x¼	T
89	75RWS	10	6750	210	231	30000	10600	B10.50/20	DB10.50/20	Wau RB	6–5x5¾	BL 734	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3¼x¼	T
90	White (12) 60K	1¼–1½	1850	112	112	.....	3905	B7 00/20	B7 00/20	Own 2A	6–3½x4½	Own 3BC	U 3	No	Own 4C	S½	H	5.87	22.2	5x3x⅛	C
91	701	1¼–1½	1085	132	156	.....	3970	B7.00/20	B7.00/20	Own 8A	6–3⅞x4⅝	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
92	161	1¼–1½	1700	138	157	.....	4420	B7.50 20	B7.50/20	Own GRCB	4–4x5¼	Own 8B	U 4	No	Own 4C	S½	H	4.73	19.5	6x2⅝x⅛	C
93	702	1½–2	1185	132	156	.....	4225	B7.00/20	DB7.00/20	Own 8A	6–3⅞x4⅝	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
94	162	1½–2	1900	138	157	.....	4710	B7 00/20	DB7.00/20	Own GRCB	4–4x5¾	Own 8B	U 4	No	Own 4CB	S½	H	4.73	19.5	6x2⅝x⅛	C
95	611	2–2½	2450	148	196	.....	4960	B7.00/20	DB7.00/20	Own 4AB	6–3¾x4½	Own 5B	U 4	No	Own 7C	S½	H	5.67	23.4	6⅝x3⅜x¼	C
96	211	2–2½	2300	148	198	.....	5170	B7.00/20	DB7.00/20	Own GRCB	4–4x5¾	Own 8B	U 4	No	Own 7C	S½	H	5.67	23.4	6⅝x3⅜x¼	C
97	612	2½–3	2800	148	196	.....	5295	B7.50/20	DB7.50/20	Own 4AB	6–3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6⅝x3⅜x¼	C
98	212	2½–3	2650	148	198	.....	5500	B7.50/20	DB7.50/20	Own GRCB	4–4x5¾	Own 8B	U 4	No	Own 7CB	S½	H	5.67	23.4	6⅝x3⅜x¼	C
99	620	2½–3	4350	157	195	.....	7430	B8.25/20	DB8.25/20	Own 7A	6–4¼x5¼	Own 4B	U 4	No	Own 14C	SF	R	6.38	41.8	7⅛x2⅛x⅛	C
100	61K	2½–3	2950	140	180	.....	5445	B7.50/20	DB7.50/20	Own 4AB	6–3¾x5½	Own 5B	U 4	No	Own 7CB	S½	H	5.25	23.4	6⅝x3⅜x¼	C
101	51A	3–4	3750	170	190	.....	6430	S36x5°	S36x8°	Own GRB	4–4¼x5¾	OwnGRBA	U 4	No	Own 51A	S½	R	7.14	35.6	8¾x3¼x⅛	C
102	618	3–4	3600	166	206	.....	6675	B9.00/20	DB9.00/20	Own 4AB	6–3½x4	Own 11BA	U 5	No	Own 14CB	2F	R	8.15	61.8	8x3¾x¼	C
103	621	3–4	4650	157	195	.....	7945	B9.00/20	DB9.00/20	Own 7A	6–4¼x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	7⅛x2⅛x⅛	C
104	618K	3–4	3750	158	198	.....	6820	B9.00/20	DB9.00/20	Own 4AB	6–3¾x4½	Own 11BA	U 5	No	Own 14CB	2F	R	8.15	61.8	8x3¾x¼	C
105	620K	3–4	4675	168	215	.....	7825	B9.00/20	DB9.00/20	Own 7A	6–4¼x5¼	Own 4B	U 4	No	Own 14CB	SF	R	7.32	47.9	8x3x¼	C
106	630	3–4½	5000	168	215	.....	8500	B9.00/20	DB9.00/20	Own 7A	6–4¼x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	8x3x¼	C
107	640	3–4½	6100	180	214	.....	9510	B9.00/20	DB9.00/20	Own 5AC	6–4⅝x5¾	Own 10B	U 4	No	Own 10C	SF	R	5.18	33.2	8½x3¼x⅛	C
108	58	3–5	4400	180	195	.....	7797	S36x5°	DS36x5°	Own GRB	4–4¼x5¾	Own 4B	U 4	No	Own 2C	2F	R	7.6	49.7	8½x3¼x⅛	C
109	58-S8	7½	5300	196	196	.....	9300	B10.50/24	DB10.50/24	Own GRB	4–4¼x5¾	Own 4B	U 4	No	Own 6C	2F	R	11.8	77.5	10½x3¾x⅛	C
110	55	5	4650	174	215	.....	8737	S36x5°	DS40x5	Own GRB	4–4¼x5¾	OwnGRBA	U 4	No	Own 55	2F	R	10.1	66.1	8x18.4 lb.	I
111	631	3½–6	5750	168	215	.....	9000	B9.75/20	DB9.75/20	Own 7A	6–4¼x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8x3x¼	C
112	631X	7½	6100	215	215	.....	10000	B10.50/20	DB10.50/20	Own 7A	6–4¼x5¼	Own 4B	U 4	No	Own 2C	2F	R	10.15	66.4	8½x3¼x¼	C
113	641	3½–6	6450	180	214	.....	10010	B9.75/20	DB9.75/20	Own 5AC	6–4⅝x5¾	Own 10B	U 4	No	Own 2C	2F	R	7.16	44.5	8½x3¼x¼	C
114	642	4–7½	6750	180	214	.....	10910	B9.75/24	DB9.75/24	Own 5AC	6–4⅝x5¾	Own 10B	U 4	No	Own 13C	2F	R	10.2	63.4	8½x3¼x¼	C
115	52	5–7½	5100	174	215	.....	9409	S36x6°	S40x12	Own GRB	4–4¼x5¾	OwnGRBA	U 4	No	Own 52	2F	R	11.7	58.4	8x18.4 lb.	I
116	643	5–9	6950	180	214	.....	11210	B10.50/24	DB10.50/24	Own 5AC	6–4⅝x5¾	Own 10B	U 4	No	Own 13C	2F	R	10.2	63.4	8½x3¼x¼	C
117	691	7–9	7250	129	129	.....	12200	B10.50/24	DB10.50/24	Own 5AD	6–4⅝x5¾	Own 10BB	U 5	No	Own 13CB	2F	R	10.2	63.4	8½x3¼x¼	C
118	630K	3–4½	5200	168	214	.....	9290	B9.00/20	DB9.00/20	Own 7A	6–4¼x5¼	Own 4B	U 4	No	Own 10C	SF	R	63.3	41.4	8x3x¼	C
119	640K	3–4½	6300	180	214	.....	10200	B9.00/20	DB9.00/20	Own 5AC	6–4⅝x5¾	Own 10B	U 4	No	Own 10C	SF	R	5.18	32.2	8½x3¼x¼	C
120	631K	3½–6	5950	168	215	.....	9250	B9.75/20	DB9.75/20	Own 7A	6–4¼x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8x3x¼	C
121	641K	3½–6	6650	180	214	.....	10260	B9.75/20	DB9 75/20	Own 5AC	6–4⅝x5¾	Own 10B	U 4	No	Own 2C	2F	R	7.16	44.5	8½x3¼x¼	C
122	Willys 77	.....	445	100	100	.....	.....	B5.00/17	B5.00/17	Own 77	4–3½x4¾	Own 77	U 3	No	Own 77	8½	H	4.3	12.5	3¾x1¾x⅜	T

Line Number	Engine Details: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes: Service: Make, Location Type Operation	Brakes: Service: Lining Area	Brakes: Service: Drum Material	Brakes: Hand Location, Type	Body Mounting Data: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type
1	383	4.7	265	43.3	91-2000	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own B3S	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
2	383	4.7	265	43.3	91-2000	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own B3D	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
3	453	4.4	297	48.6	95-2000	L	G	C	7-3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own C3S	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
4	453	4.4	297	48.6	95-2000	L	G	C	7-3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own C3D	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
5	500	4.9	330	48.6	106-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own FC	Ros	B4IMV	666	G	TX	112¼	82	34	44x2½	50x3	½
6	529	4.9	350	51.3	112-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own FB	Ros	B4IMV	666	G	TX	112¼	82	34	44x2½	50x3	½
7	529	4.9	350	51.3	112-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own FD	Ros	B4IMV	666	G	TX	112¼	82	34	44x3	50x4	½
8	677	4.5	440	60.0	142-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Blo	Own BG3	Ros	B4IMV	666	G	FD	119	85	36	48x3½	52x4	½
9	855	4.5	555	72.8	180-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Blo	Own GD	Ros	B4IMV	666	G	FD	119	85	36	48x3½	52x4	½
10	385	5.0	274	39.2	125-2800	L	C	A	9-2⅝	14⅛	CC	Ha	Str	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	116¾	62½	34	38x2½	56x3	½
11	298	4.7	190	33.7	70-2600	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	113½	59½	34	38x2½	56x3	½
12	361	4.7	230	40.3	77-2400	L	G	A	7-2⅝	13¼	FC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	CD	143½	89½	34	38x2½	56x3	½
13	230	5.3	152	23.4	68-2800	L	C	A	7-2 1/16	12	CC	No	Str	M	DR	DR	P.Ow	Ow	Cle	Own	Ros	L49H	280	P	TX	.....	.....	.....	38½x2	57x2¼	N
14	205	4.9	136	23.3	51-2500	L	G	B	5-3 1/16	8 1/16	FP	No	Str	M	DR	DR	P.Ow	Ow	Cle	Own	Ros	L4IH	246	C	TX	102	60	34	40x2	50x2½	O
15	230	5.3	152	23.4	68-2800	L	C	A	7-2 1/16	12	CC	No	Str	M	DR	DR	P.Ow	Ow	Cle	Own	Ros	L4IH	246	C	2I	102	60	34	40x2	50x2½	O
16	268	4.9	175	27.3	75-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	P.Lo	Ow	Cle	Own	Ros	L4IH	289	a	2I	105	60	34	40x2¼	52x2½	½
17	268	4.9	175	27.3	75-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	P.BL	Mc	Cle	Own	Ros	L4IH	289	a	TX	116	60	34	40x2½	52x2½	½
18	309	4.9	200	31.5	85-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	P.BL	Mc	Cle	Own	Ros	L4IH	344	a	FD	124	68	34	44x3	54x3	½
19	358	4.9	230	36.4	110-2800	L	C	A	9-2⅝	12½	FP	Mo	Sch	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IHV	390	a	FD	143	83	34	44x3	56x3½	½
20	248	5.1	150	27.3	65-2600	L	G	C	7-2⅝	10⅜	FP	No	Str	M	DR	DR	D.BL	Yo	Spl	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	½
21	248	5.1	150	27.3	65-2600	L	G	C	7-2⅝	10⅜	FP	No	Str	M	DR	DR	D.BL	Yo	Spl	Tim	Ros	L4IH	452	G	TX	129½	Opt	31½	40x2½	50x3	½
22	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.BB	Yo	Spl	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
23	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spl	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	50x3	½
24	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spl	Tim	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
25	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spl	Tim	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
26	360	4.7	238	40.3	80-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spl	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
27	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spl	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
28	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spl	Shu	Ros	L4IHV	893	G	TD	106	Opt	31½	40x2½	50x3	½
29	529	4.9	355	51.2	115-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spl	Shu	Own	Ws4IA	847	G	TD	118	Opt	31½	42x3	60x3½	½
30	478	4.4	318	51.2	103-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spl	Tim	Ros	L4IHV	893	H	TD	92 1/16	Opt	31½	40x2½	50x3	½
31	214	5.0	137	28.0	72-3300	L	C	A	4-2⅜	6⅜	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spl	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	N
32	214	5.0	137	28.0	72-3300	L	C	A	4-2⅜	6⅜	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spl	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	½
33	255	5.0	175	28.0	68-2600	L	G	C	4-2⅜	7⅝	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spl	Tim 31000H	Ros	L4IH	282	P	TX	96	57	34	38x2¼	50x2½	½
34	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spl	Tim 31000H	Ros	L4IHV	330	a	CX	144	91	34	42x2½	54x3	½
35	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spl	Tim 33000H	Ha	L4IHV	396	a	CX	144	91	34	42x2½	54x3	½
36	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spl	Tim 33000H	Ha	L4IHV	392	a	CX	144	91	34	42x2½	54x3	½
37	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spl	Tim 33000H	Ha	O2IMV	466	s	JX	144	91	34	42x2½	54x3	½
38	381	4.4	240	40 8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spl	Tim 33000H	Ha	L4IHV	397	a	CX	144	91	34	42x2½	54x3	½
39	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spl	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
40	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spl	Tim 35000H	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	½
41	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spl	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
42	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spl	Tim 35000N	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	½
43	462	4.5	300	45.9	125-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spl	Tim 26450TN	Ros	Ws4IA	690	a	CX	172	108	34	48x3	60x4	½
44	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spl	Tim 26450N	Ros	O2IMV	500	s	JX	172	108	34	48x3	54x3	½
45	489	4.5	295	43.4	125-2400	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spl	Tim 26450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
46	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spl	Tim 26450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
47	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spl	Tim 27050TW	Ros	Ws4IA	690	a	CX	163	107	34	48x3	60x4	½
48	677	4.4	440	60.0	125-2000	L	G	A	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spl	Tim 27450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
49	672	17.	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	LN	P.BL	Mo	Spl	Tim 27450TW	Ros	Ws4IA	718	a	CX	163	107	34	48x3	60x4	½
50	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spl	Spl	Ros	B4IM	180	a	4X	81	41¾	32⅛	38½x2¼	50x2½	N
51	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spl	Spl	Ros	B4IM	180	a	4X	92	51⅜	32⅛	38½x2¼	50x2½	N
52	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spl	Spl	Ros	B4IM	226	a	TX	92	51⅜	32⅛	38½x2¼	50x2½	N
53	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spl	Spl	Ros	B4IM	317	a	TX	92	51⅜	32⅛	38x2½	50x2½	N
54	242	5.	162	27.3	65-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spl	Spl	Ros	B4IM	317	a	TX	103¼	62⅝	32⅛	38½x2¼	50x2½	½
55	242	5.	162	27.3	65-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spl	Spl	Ros	B4IM	349	a	TX	104⅝	58⅝	32⅛	38½x2¼	50x3	½
56	299	5.0	193	33.8	85-2750	L	G	C	4-2⅜	9 1/16	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spl	Cla	Ros	B4IM	524	a	TX	104⅝	58⅝	32⅛	38x2¼	50x3	½
57	299	5.0	193	33.8	85-2750	L	G	C	4-2⅜	9 1/16	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spl	Cla	Ros	B4IM	594	a	TX	127⅞	79 1/16	32⅛	38x2¼	50x3	½
58	322	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	FP	Mo	Str	P	DR	DR	P. Fu	Fe	Spl	Tim	Ros	B4IM	594	a	TX	129¾	79 11/16	32¼	40x3	56x3	½
59	354	5.2	225	36.5	90-2750	L	G	C	4-2⅜	10	FP	Mo	Str	P	DR	DR	P. Fu	Fe	Spl	Cla	Ros	B4IM	670	a	TF	126¾	79 11/16	32¼	40x3	50x3	½
60	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	P. BL	Fe	Spl	Cla	Ros	B4IMV	594	a	TX	128⅛	75 1/16	32¼	40x3	56x3	½
61	354	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	FP	Mo	Str	P	DR	DR	D. Fu	Fe	Spl	Eat	Ros	B4IM	670	a	TX	126¾	76¼	32¼	40x3	56x3	½
62	462	4.6	300	45.9	100-2000	L	G	C	7-3	12⅞	FP	Mo	Str	P	DR	DR	P. BL	Fe	Spl	Eat	Ros	B4IMV	670	a	TX	128⅛	75⅝	32¼	40x3	56x3	½
63	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	P. BL	Fe	Spl	Eat	Ros	B4IMV	670	a	TX	128⅛	75⅝	32¼	40x3	56x3	½
64	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	FP	Wa	Str	P	DR	DR	P. BL	Mo	Spl	Eat	Ros	B4IMV	708	a	TX	128 1/16	73 1/16	34	40x3	56x4	½
65	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	FP	Wa	Str	P	DR	DR	P. BL	Mo	Spl	Eat	Ros	Ws4IA	902	a	TX	128 1/16	73 1/16	34	40x3	56x4	½
66	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 1/16	CC	No	Str	M	DR	DR	P.Lo	Mc	Spl	Cla F212	Ros	B4IM	231	a	4I	83¼	48⅛	33 11/16	36x1¾	45x2½	O
67	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 1/16	CC	Ha	Str	M	DR	DR	P.Lo	Mc	Spl	Cla F212	Ros	B4IMV	231	a	4I	83¼	48⅛	33 11/16	36x1¾	45x2½	½
68	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 1/16	CC	Ha	Str	M	DR	DR	dp. Lo	Mc	Cle	Tim 31010	Ros	B4IMV	284	D	4I	97¼	60	34	39x2	56x3	½
69	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 1/16	CC	Ha	Str	M	DR	DR	dp. Lo	Mc	MM	Tim 31020	Ros	B4IMV	420	a	4I	97 1/16	60	34 1/16	39x2½	56x3	½
70	381	4.5	240	40.0	85-2200	L	G	C	7-2⅝	12⅝	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FN	Ros	O4FXM	450	D	FM	126	84	34	48x3	48x3	½
71	462	4.5	300	46.0	100-1900	L	G	C	7-3	13⅞	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FM	Ros	O4FXM	450	D	FM	126	84	34	48x4	48x4	½
72	462	4.5	300	46.0	100-1900	L	G	C	7-3	13⅞	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	108	78	36	52x4	52x4	½
73	517	4.5	330	51.0	110-1900	A	C	C	7-3	13⅞	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
74	677	4.5	440	60.0	130-1900	L	G	C	7-3½	10⅜	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
75	677	4.5	440	60.0	130-1900	L	G	C	7-3½	10⅜	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x5	½
76	358	4.6	228	38.4	77-2200	L	G	C	7-2⅝	12½	FP	Mo	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 33000H	Ros	L4IHV	260	a	TD	144	90⅜	33	40x2¼	52x3	½
77	358	4.6	228	38.4	77-2200	L	G	C	7-2⅝	12½	FP	Mo	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 33000H	Ros	L4IHV	330	a	TD	144	90⅜	33	40x2¼	52x3	½
78	381	4.6	240	40.8	83-2200	L	G	C	7-2⅝	12½	FP	Mo	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 33000H	Ros	L4IHV	375	a	TD	144	90⅜	33	40x2¼	52x3	½
79	381	4.6	240	40.8	83-2200	L	G	C	7-2⅝	12½	FP	Mo	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 35000H	Ros	L4IHV	375	a	TD	168	105 1/16	33	40x2½	52x3	½
80	462	4.6	300	45.9	102-2200	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 35000H	Ros	L4IHV	375	a	TD	168	105 1/16	33	40x2½	52x3	½
81	462	4.6	300	45.9	102-2200	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 35000H	Ros	L4IHV	460	a	TD	168	105 1/16	33	40x2½	52x3	½
82	381	4.6	240	40.8	83-2200	L	G	C	7-2⅝	12½	FP	Mo	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 35000H	Ros	L4IHV	460	a	TD	168	105 1/16	33	40x2½	52x3	½
83	462	4.6	300	45.9	102-2200	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 35000H	Ros	L4IHV	460	a	TD	168	105 1/16	33	40x2½	52x3	½
84	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spl	Tim27452H	Ros	L4IHV	460	a	TD	192	117½	33	42x3	56x3½	½
85	517	4.6	330	51.3	110-2200	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 35100H	Ros	L4IHV	460	a	TD	192	117½	33	40x3	56x3½	½
86	517	4.6	330	51.3	110-2200	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spl	Tim35100TW	Ros	Ws4IA	590	a	TD	192	117½	33	40x3	56x3½	½
87	462	4.6	300	45.9	102-2200	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spl	Tim 16302	Ros	T2IMV	485	a	TD	124	88	37	44x3	56x3½	½
88	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spl	Tim27452TW	Ros	Ws4IA	590	a	TD	192	117½	33	42x3	56x4	½
89	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spl	Tim27452TW	Ros	Ws4IA	590	a	TD	192	117½	33	42x3	56x3½	½
90	260	4.8	150	29.4	54-2100	L	C	S	7-2⅝	10 11/16	FP	No	Zen	V	DR	LN	P.Ow	Ow	Spl	Own 4D	Ha	L4IH	276	a	TX	.....	.....	34½	39x2¼	50x2½	N
91	240	4.6	150	26.3	*68-2800	L	G	C	4-2½	8 11/16	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spl	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
92	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34⅝	39x2¼	50x2½	N
93	240	4.6	150	26.3	*68-2800	L	G	C	4-2½	8 11/16	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spl	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
94	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34⅝	39x2½	50x2½	N
95	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spl	Own 7D	Ha	L4IH	343	a	TX	115 1/16	68 1/16	34⅝	41x2½	54x3	N
96	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spl	Own 7D	Ha	L4IH	343	a	TX	115 1/16	68 1/16	34⅝	41x2½	54x3	N
97	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spl	Own 7D	Ha	L4IH	343	a	CX	115 1/16	68 1/16	34⅝	41x2½	54x3	N
98	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spl	Own 7D	Ha	L4IH	343	a	TX	115¾	68 1/16	34⅝	41x2½	54x3	N
99	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spl	Own 11D	Ros	LO4IHV	414	a	CI	107½	67½	34	41x2½	54x3	N
100	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spl	Own 7D	Ha	L4IH	343	a	TX	123¾	76¾	34	41x2½	54x3	N
101	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spl	Own 51A	Own	O2IM	335	a	CX	146	84¾	34	40½x2½	54⅜x3	N
102	299	5.5	202	33.7	77-2400	L	C	S	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spl	Own 11DC	Ros	LO4IHV	414	a	2I	140 11/16	84 11/16	34	41x2½	54x3	N
103	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spl	Own 11D	Ros	LO4IHV	484	a	CI	107½	67½	34	41x2½	54x3½	N
104	299	5.5	202	33.7	77-2400	L	C	S	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spl	Own 11DC	Ros	LO4IHV	414	a	2I	150⅝	74¾	34	41x2½	54x3	N
105	434	4.9	275	42.0	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spl	Own 9D	Ros	O4IHV	553	a	CI	160	100	34 1/16	42x3	56x3½	½
106	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spl	Own 6D	Ros	O4IHV	553	a	CI	144⅞	84⅞	34 1/16	42x3	56x3½	½
107	580	4.6	385	51.3	130-2100	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spl	Own 6D	Ros	O4IA	553	a	CI	156¾	91¾	34 1/16	42x3	56x3½	½
108	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spl	Own 2D	Own	OPXM	224	a	2I	148½	93½	34⅛	40½x3	56x3½	½
109	326	4.3	207	28.9	54-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	LN	LN	P.Ow	Ow	Spl	Own 9D	Ros	OPXM	224	a	2I	176	120	38½	42x3	57x5	N
110	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spl	Own 55	Own	OPXM	224	a	2I	167⅝	107⅛	42½	44x3	51⅞x5	N
111	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spl	Own 9D	Ros	O4IA	595	a	CI	144⅞	84⅞	34 1/16	42x3	56x3½	½
112	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spl	Own 9D	Ros	O4IA	595	a	2I	215	131½	34 1/16	42x3	56x3½	½
113	580	4.6	385	51.3	130-2100	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spl	Own 9D	Ros	O4IA	595	a	CI	156¾	91¾	34 1/16	42x3	56x3½	½
114	580	4.6	385	51.3	130-2100	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spl	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34 1/16	42x3	51⅞x5	N
115	326	4.3	207	28.9	54-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spl	Own 52	Own	OPXM	224	a	2I	167⅝	107⅛	42½	44x3	51⅞x5	N
116	580	4.6	385	51.3	130-2100	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spl	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34 1/16	42x3	51⅞x5	N
117	580	4.6	385	51.3	130-2300	H	C	S	7-3	15 11/16	FP	Ow	Zen	M	DR	LN	P.Ow	Ow	Spl	Own 5D	Ros	O4IA	623	a	TD	100	65	36	44x3	55⅝x5	N
118	434	4.9	275	42.0	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spl	Own 9D	Ros	O4IHV	553	a	CI	160	100	34 1/16	42x3	56x3½	½
119	580	4.6	385	51.3	130-2100	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spl	Own 9D	Ros	O4IA	553	a	CI	172	107	34 1/16	42x3	56x3½	½
120	434	4.9	275	42.0	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spl	Own 9D	Ros	O4IA	595	a	CI	160	100	34 1/16	42x3	56x3½	½
121	580	4.6	385	51.3	130-2100	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spl	Own 9D	Ros	O4IA	595	a	CI	172	107	34 1/16	42x3	56x3½	½
122	134	5.1	100	15.6	48-3200	L	C	C	3-2 1/16	5 1/16	CC	No	Til	M	AL	AL	P.Ow	Fe	.....	Own 77	....	B4IM	134	P	4I	.....	.....	....	30x1¾	46x1¾	N

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	MAJOR UNITS ENGINE Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
	Six-Wheelers																					
1	B'kway 180SBT	2C	5–7½	4200	212	224	28000	9795	B8.25/20	BD8.25/20	Con 32B	6–4½x4½	Fu 5A38	U 5	Op	Tim SBT-251	SF	T	6.14	48.5	8¼x3x¾	B
2	Corbitt..20SW6	4R	3–5	5720	Op	Op	.....	9000	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	BL 615	U 5	No	TimSW150W	w/2F	R	Opt	Opt	8x3½x¼	BTC
3	.....28SW6	4R	5–7½	6380	Op	Op	.....	10000	P34x7	DP34x7	Con 21R	6–4½x4¾	BL 607	A 7	No	TimSW250W	w/2F	R	Opt	Opt	8x3x¼	TCT
4	.....36SW6	4R	7½–10	8800	Op	Op	.....	11500	P36x8	DP36x8	Con 21R	6–4⅜x4¾	BL 607	A 7	No	TimSW310W	w/2F	R	Opt	Opt	10¼x3x¼	TCC
5	.....40SW6	4R	10–15	11000	Op	Op	.....	13000	P38x9	DP38x9	Con 16H	6–4¾x5¼	BL 707	A 7	No	TimSW420W	w/2F	R	Opt	Opt	10¾x3x¼	TCC
6	Day-Elder..285	4R	8	5295	205	234	28500	12000	B8.25/20	DB8.25/20	Her RXC	6–4⅝x5¼	BL 534	U 4	No	Ti SWD210H	WF	R	7.50	47.6	10x3¾x¼	CCC
7	345	4R	10	6395	205	234	34500	12500	B9.00/20	DB9.00/20	Her RXC	6–4⅝x5¼	BL 534	U 4	No	TiSWD310W	WF	R	8.50	54.0	10x3¾x¼	CCC
8	402	4R	12	7495	205	234	40200	14200	B9.75/20	DB9.75/20	Her RXC	6–4⅝x5¼	BL 725	U 5	No	TiSWD410W	WF	R	9.0	63.6	10x3¾x¼	CCC
9	Diamond T.801	4R	4	4140	189	219	21000	8500	P36x8	P36x8	Her YXC	6–4⅜x4¾	BL 55	A 7	No	Own	WF	H	Opt	Opt	6½x3x¼	PPP
10	1201	4R	6	5600	180	210	28000	11000	P34x7	DP34x7	Her RXB	6–4½x5¼	BL 60	A 7	No	Tim SW200	WF	R	Opt	Opt	9x3½x¼	PPP
11	1602	4R	8	6400	175	210	36000	11700	P36x8	DP36x8	Her RXC	6–4⅝x5¼	BL 60	A 7	No	Tim SW310	WF	R	Opt	Opt	9x3½x¼	PPP
12	1603	4R	8	7500	184	224	36000	12500	P36x8	DP36x8	Wau 6RB	6–5x5¾	BL 70	A 7	No	Tim SW310	WF	R	Opt	Opt	9x3½x¼	PPP
13	Dodge.....G850	2C	1½–4	935	153	153	12000	3650	B6.00/20	P32x6	Own	6–3¼x4¼	Own	U 4	No	Own	SF	H	5.85	36.1	7x2½x⅜	CCC
14	Bros....FS75	2C	3–9	3995	221	221	30000	8350	B9.00/20	DB9.00/20	Own	6–3⅝x5	Own	U 4	No	Own	SF	H	7.13	48.2	10x3¼x⅜	CCC
15	Fageol.....8-46	4R	8	7800	195	220	40500	13200	B9.75/20	DB9.75/20	Wau 6–125	6–4⅜x5⅛	BL 714	U 4	A 3	Tim Own	WF	R	5.19	127.	8x3½x⅜	CCC
16	10-46	4R	10	8800	232	232	56000	14700	B9.75/20	DB9.75/20	Wau RB	6–5x5¾	BL 714	U 4	A 3	Tim Own	WF	R	5.19	127.	8¼x4x⅜	CCC
17	Federal..E2SWL	2R	3	1150	145	187	13750	3975	B6.00/20	P32x6	Con 17E	6–3⅜x4	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	6x2¾x¼	CCC
18	.....E2DL	4R	3	1450	145	187	14000	4310	B6.00/20	P32x6	Con 17E	6–3⅜x4	WG T9	U 4	No	Cla B412	BF	H	6.38	40.8	6x2¾x¼	CCC
19	16	2R	3	1320	172	198	15000	4300	B6.00/20	P32x6	Her JXB	6–3⅝x4¼	WG T9	U 4	No	Cla B412	SF	H	6.38	40.8	8½x2½x⅓	TTT
20	17	4R	3	1570	172	198	15000	4700	B6.00/20	P32x6	Her JXB	6–3⅝x4¼	WG T9	U 4	No	Cla B412	SF	H	6.38	40.8	8½x2⅞x⅓	TNT
21	36	2R	4½	2795	192	218	24000	7700	B7.50/20	DB7.50/20	Wau 6MK	6–4½x4¾	Cla R900	U 5	No	Cla B642	SF	H	7.16	58.6	10x3½x¼	NNF
22	37	4R	4½	3175	192	218	24000	8100	B7.50/20	DB7.50/20	Wau 6MK	6–4½x4¾	Cla R900	U 5	No	Cla B642	SF	H	7.16	58.6	10x3½x¼	CCC
23	.....T10SW	2R	7	3895	188	224	28000	9600	P34x7	DP34x7	Con 20R	6–4½x4¾	Cla B710	A 5	No	Tim 58200H	BF	H	7.8	50.6	7½x3½x¼	PPP
24	FWD.....MX6	6	10–15	12255	200	Op	48000	17800	B13.50/20	DB13.50/20	Wau RB	6–5x5¾	BL 714	U 4	A 2	Wis 131TW	2F	H	8.36	173.	10x3x⅜	CCC
25	.....X6	4F	6–10	7385	170	Op	36000	12000	B9.75/20	DB9.75/20	Wau SRK	6–4⅜x5½	Own U	A 5	Op	Own X	BF	H	7.35	73	7x3x⅜	LLL
26	(6)Gen.Mo..T95	4R	9–11	7695	189	224	40000	13250	P34x7	DP34x7	Own 525	6–4½x⁷⁄₈	Own	U 4	Op	Own	WF	R	8.50	53.3	9x4x⅜	LCC
27	.....T130	4R	12–15	9490	189	224	50000	14545	B9.75/20	DB9.75/20	Own 616	6–4¼x5½	Own	U 4	A 3	Own	WF	R	9.50	119.	9x4x⅜	LCC
28	Hendrick'n.21D	4R	2–6	3500	Op	Op	21000	6800	B7.50/20	DB7.50/20	Wau 6-90	6–3⅜x4¾	Fu 5A38	U 5	No	Own 985	SF	H	Opt	Opt	8x3x⅜	CCC
29	.....25D	4R	3–8	3900	Op	Op	25000	8000	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	Fu 5A38	U 5	No	Own 985	SF	H	Opt	Opt	8x3x⅜	PPP
30	.....32D	4R	4–9	4900	Op	Op	32000	10500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Fu 5A38	U 5	No	Own 2513X	SF	R	Opt	Opt	8x3x⅜	PPP
31	.....38D	4R	5–12	6600	Op	Op	38000	11200	B9.75/20	DB9.75/20	Wau 6-125	6–4⅜x5½	Fu 5A53	U 5	No	Own 2513X	SF	R	Opt	Opt	8x3x⅜	PPP
32	.....40D	4R	12	8000	Op	Op	40000	13200	B9.75/20	DB9.75/20	Wau 6-125	6–4⅜x5½	Fu 5A53	U 5	No	Eat 44000	2F	R	Opt	Opt	8x3x⅜	PPP
33	.....44D	4R	12	9000	Op	Op	44000	14000	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¾	BL 70-7	A 7	No	Eat 44000	2F	R	Opt	Opt	8x3x⅜	PPP
34	Hug.....99	4R	10	10300	148	148	58500	15100	S36x8	S40x16	Bud GF6	6–4¾x6	BL 714-703	U 4	A 3	Wis SD410W	2F	R	10.3	139	9x4x⅜	PPP
35	Ind..95SBT-151	2C	3	1875	168	186	20000	6125	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT151	SF	T	7.4	45.8	7x2¾x⅜	TTT
36	.....95SW 75	4R	3	1900	168	186	20000	5800	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SW75	WF	T	7.4	45.8	7x2¾x⅜	TTT
37	.....17ASW151	4R	3	3450	188	212	24000	7500	B8.25/20	DB8.25/20	Her WXC	6–4x4½	BL 3341	U 4	Op	Tim SW151	WF	T	6.4	403.	8½x3x⅜	TTL
38	.....17SBT251	2C	4	3500	188	224	28000	8850	P34x7	DP34x7	Her YXC	6–4⅜x4¾	BL 524	U 4	Op	Tim SBT251	SF	T	6.1	37.8	8¼x3x⅜	TTL
39	.....17SW251	4R	4	3900	188	224	28000	9500	P34x7	DP34x7	Her YXC	6–4⅜x4¾	BL 524	U 4	Op	Tim SW251	WF	T	6.2	38.1	8¼x3x⅜	TTL
40	.....12X4	4R	1½	2650	141	...	10000	4350	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	BL	U 4	A 2	.....	SF	H	5.14	54.0	7x2½x⅓	CCC
41	.....14X4	4R	2½	3950	141	...	14000	5900	B7.50/20	DB7.50/20	Her WXB	6–3¾x4½	BL	U 4	U 2	Wis	SF	H	5.40	50.0	7x2½x⅓	CCC
42	.....16X4	4R	3	4850	156	...	16000	7500	B8.25/20	DB8.25/20	Her WXC2	6–4¼x4½	BL	U 4	U 2	Wis	2F	H	6.06	89.0	8¾x3x¼	CCC
43	.....16X6	6	3	5650	170	...	20000	8000	B7.00/20	DB7.00/20	Her RXB	6–4½x5¼	BL	U 4	U 2	Wis	2F	H	4.66	....	8¾x3x¼	CCC
44	.....18X4	4R	3½	5850	160	...	21000	9000	B9.00/20	DB9.00/20	Her YXC	6–4⅜x4¾	BL	U 4	A 2	Wis	2F	H	7.83	110.	8½x3x⅜	CCC
45	.....18X6	6	3½	6650	170	...	28000	10500	B8.25/20	DB8.25/20	Her RXC	6–4⅝x5¼	BL	U 4	A 2	Wis	2F	H	7.83	110.	8½x3x⅜	CCC
46	.....20X4	4R	4½	7200	188	...	24000	10600	B9.75/20	DB9.75/20	Her HXB	6–5x6	BL	U 4	A 2	Wis	2F	H	8.00	128.	9x3x¼	CCC
47	.....20X6	6	4½	8950	188	...	36000	14000	B9.00/20	DB9.00/20	Her HXC	6–5¼x6	BL	U 4	A 2	Wis	2F	R	8.95	84.0	9x3x¼	CCC
48	.....22X4	4R	5	10000	200	...	31000	14000	B10.50/20	DB10.50/20	Her HXC	6–5¼x6	BL	U 4	A 2	Wis	2F	H	9.11	86.0	8¼x3⅞x⅝	CCC
49	.....22X6	6	5	12100	200	...	40000	16000	B9.75/20	DB9.75/20	Her HXD	6–5½x6	BL	U 4	A 2	Wis	2F	R	9.11	86.0	8¼x3⅞x⅝	CCC
50	Ken.....89SBT	2C	7	2380	188	224	25500	7350	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 234	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x¼	TL
51	.....127SBT	2C	8	3450	188	224	26000	8000	B8.25/20	DB8.25/20	Her WXC2	6–4½x4½	BL 334	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x¼	TL
52	.....146SBT	2C	9	4250	188	224	33000	9000	B9.00/20	DB9.00/20	Bud K393	6–4	BL 334	U 4	Op	Tim SBT251	SF	A	7.8	48.	8x3x¼	TL
53	.....186SDT	2C	10	6450	205	235	38000	10500	B9.00/20	DB9.00/20	Her YXC2	6–4½x4¾	BL 1554	U 4	A 3	Tim Sdt310w	2F	H	7.33	104.	9x3x¼	TTT
54	.....241SDT	2C	10	6850	205	235	40500	11000	B9.00/20	DB9.00/20	Her RXB	6–4½x5¼	BL 714	U 4	A 3	Tim Sdt310w	2F	H	7.33	85.5	9x3x¼	TTT
55	.....346A	4R	10	8800	210	240	40500	13000	B9.75/20	DB9.75/20	HaS 160	6–4¼x5½	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	84.5	8x3x¼	CCC
56	.....346B	4R	10	8550	210	240	40500	13000	B9.75/20	DB9.75/20	Bud GF-6	6–4¾x6	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	98.4	8x3x¼	CCC
57	.....346C	4R	10	9500	210	240	40500	14000	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	98.4	8x3x¼	CCC
58	.....386C	4R	10	10200	210	240	50100	14500	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim SW410w	WF	H	7.00	103.	8x3x¼	CCC
59	La Fran-R..Q6	4R	9–12	11605	216	260	40000	14900	B10.50/20	DB10.50/20	Own 312B	12–4x5	BL 714	U 4	No	Tim SWD410	WF	.	Opt	Opt	12x3½x¼	CCC
60	Le Moon(9) 701	4R	5–6	4475	187	199	25500	8500	B8.25/20	DB8.25/20	Lyc AEC	8–3¼x4¾	Fu VUOG	U 5	No	Ti 63703-97H	WF	R	6.20	43.8	7x4x¼	BBB
61	801	4R	6–7	5100	187	199	32500	9720	B9.00/20	DB9.00/20	Lyc AEC	8–3¼x4¾	Fu VUOG	U 5	No	Ti 65703-97H	WF	H	6.75	47.7	7x4x¼	BBB
62	802	4R	6–7	5350	187	199	32500	9800	B9.00/20	DB9.00/20	Wau 68RL	6–4⅜x5½	Fu VUOG	U 5	No	T65703-97tW	WF	H	6.75	47.1	7x4x¼	BBB
63	900	4R	7–8	6775	191	203	36000	12000	B9.75/20	DB9.75/20	Wau 68RL	6–4⅜x5½	BL 607	A 7	No	TimSW310W	WF	H	9.25	86.9	9x4x¼	BBB
64	1000	4R	8–10	7950	196	208	40000	12600	B9.75/24	DB9.75/24	Wau 6AB	6–4½x5¼	BL 714	U 4	3	TimSW310W	WF	H	9.25	128.	9x4x¼	BBB
65	1200	4R	10–12	8500	196	208	40000	14000	B9.75/24	DB9.75/24	Wau 6RB	6–5x5¾	BL 714	U 4	3	TimSW410W	WF	H	9.25	128.	9x4x¼	BBB
66	.....1200D	4R	10–12	9750	196	208	40000	14000	B9.75/24	DB9.75/24	Cum.Die.H6	6–4⅞x6	BL 735	U 5	No	TimSW410W	WF	H	7.6	47.6	9x4x¼	BBB
67	Mack.....BX	4R	8–15	7950	178	207	.....	12000	B8.25/22	DB8.25/22	Own CF	6–4¼x5½	Own BX	U 4	No	Own BX6	2F	A	6.53	46.0	9½x3x¼	CCC
68	.....BQ	4R	8–15	9350	224	248	.....	15000	B9.75/22	DB9.75/22	Own BQ	6–4¾x5¾	Own AC	A 4	No	Own BX6	2F	A	6.54	41.9	10½x3x¼	CCC
69	.....AC	4R	8–15	8500	217	257	.....	14550	P40x8	DP40x8	Own BQ	6–4¾x5¾	Own AC	J 4	No	Own AC	CD	R	9.26	59.4	8¾x3x⅜	CCC
70	.....AK	4R	8–15	9000	217	257	.....	15900	B9.75/22	DB9.75/22	Own BQ	6–4¾x5¾	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8¾x3x⅜	CCC
71	.....AP	4R	8–15	10500	217	257	.....	14850	P40x8	DP40x8	Own AP	6–5x6	Own AC	J 4	No	Own AC	CD	A	9.26	59.4	8¾x3x⅜	CCC
72	.....AP	4R	8–15	11000	217	257	.....	16400	B9.75/22	DB9.75/22	Own AP	6–5x6	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8¾x3x⅜	CCC
73	Mar.-Her.TH310A-6	10		10000	193	229	37070	14070	B9.75/22	DB9.75/22	Her RXC	6x4½x5¼	Fu 5A530	U 5	A 2	Own-Wis	2F	R	9.11	163.	8¼x3x⅜	PPP
74	...(13) TH315	6	12	12500	198	234	42420	15420	B9.75/22	DB9.75/22	Her HXB	6–5x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	163.	8½x3x⅜	PPP
75	...(13) TH320	6	15	15000	225	255	51900	18900	B10.50/24	DB10.50/24	Her HXC	6–5¼x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	188.	10x3x⅜	PPP
76	...(13) TH330	6	20	17500	225	255	64100	20100	B12.75/20	DB12.75/20	Her-HXD	6–5½x6	BL 734	U 4	A 3	Own-Wis	2F	R	9.11	167.	10x3x⅜	PPP
77	Moreland.RA15	2C		1550	153	Op	15000	5300	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT75	SF	R	5.66	35.0	7x2⅝x¼	TTT
78	.....RA20	2C		1981	149	Op	20000	6100	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT151	SF	R	6.17	38.2	7x2⅝x¼	TTT
79	.....BD21M	4C		3534	184	Op	21000	8300	B7.50/20	DB7.50/20	Her WXC3	6–4¼x4½	BL 334	U 4	No	Tim 64800	WF	R	6.40	39.6	9x3½x¼	TTT
80	.....ED25M	4C		4067	184	Op	25000	8900	B8.25/20	DB8.25/20	Her WXC3	6–4¼x4	BL 334	U 4	No	Tim 65000	W	R	7.50	46.0	9x3½x¼	TTT
81	.....HD34M	4C		5869	220	Op	34000	11000	B9.00/20	DB9.00/20	Her RXB	6–4½x5¼	BL 524	U 4	No	Tim 65720	W	R	8.50	62.0	9½x3x¼	TTT
82	.....TD34	4C		7607	221	Op	34000	13250	B9.75/20	DB9.75/20	Con 16H	6–4¾x5¾	BL 724	U 4	No	Tim 68720W	W	R	8.75	62.0	11x3x¼	TTT
83	SterlingFBT152	2R	8½	4580	174	204	30400	9500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Own UC7	U 5	No	Own	BF	R	7.8	55.5	10x3½x¼	LLL
84	.....FDT152	2R	8½	4705	174	204	30400	9700	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Own UC7	U 5	No	Own	2F	R	9.0	52.7	10x3½x¼	LLL
85	.....FDS180	4R	8–10	8005	158	Op	36000	12850	P40x8	DP40x8	Wau AB	6–4½x5¾	Own UC8	U 4	A 3	Tim 310	2F	R	9.1	113.	15x3¼x¼	LLL
86	.....FDS200	4R	10–12	9130	159	Op	40000	13550	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Tim 410	2F	R	9.1	113.	15x3¼x¼	LLL
87	• FCS210	4R	15–18	10175	Op	Op	42000	14750	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Own	CD	R	9.5	59.6	15x3¼x¼	LLL
88	.....FDT200	2R	12–12½	7670	178	208	40000	12050	P40x8	DP40x8	Wau 6-125	6–4¼x5¾	Own UC	U 4	Op	Own	2F	R	8.85	58.8	12x3¼x¼	LLL
89	.....FDT250	2R	16–16½	8855	186	216	50000	13550	P42x9	DP42x9	Wau RB	6–5x5¾	Own UC8	U 4	Op	Own	2F	R	8.85	55.5	15x3¼x¼	LLL
90	.....FCT180	2R	10–10½	7265	178	208	36000	11200	P36x8	DP36x8	Wau SRL	6–4¼x5½	Own UC	U 4	Op	Own	CD	R	8.2	54.5	12x3¼x¼	LLL
91	.....FCT200	2R	12–12½	7685	178	208	40000	11800	P40x8	DP40x8	Wau 6-125	6–4¼x5¼	Own UC	U 4	Op	Own	CD	R	9.3	61.8	12x3¼x¼	LLL
92	Ward 440TC		15	11000	240	246	44000	14000	B9.75/22	DB9.75/22	Cu. Die. HA	6–4⅞x6	BL 735	A 5	No	Tim SDT420w	WF	R	6.42	40.4	14x3¼x¼	TTT
93	LaFr. 440TR		15	9350	240	246	44000	13700	B9.75/22	DB9.75/22	Wau RB	6–5x5¾	BL 735	A 5	No	Tim SDT420w	WF	R	6.42	40.4	14x3¼x¼	TTT
94	340TM		7½	4700	204	230	28000	9200	B8.25/20	DB8.25/20	Wau MK	6–4¼x4¾	BL 5352	U 5	No	Tim SBT251H	SF	T	Opt	Opt	12x3¼x¼	TTC
95	Wht.630SW200	4R	5–6	• • •	193	205	.....	10000	B8.25/20	DB8.25/20	Own A7	6–4¼x5¼	Own 4B	U 4	No	Tim SW200H	WF	R	6.75	44.2	8¼x3x¼x⅛	
96	...642SW320	4R	7–9	• • •	198	210	.....	12670	B9.00/20	DB9.00/20	Own 1AB	6–4¼x5¾	Own 7B	U 4	No	TimSW310W	WF	R	8.5	155.6	8¼x3x¼x⅛	
97	...643SW420	4R	9–11	• • •	198	215	.....	14400	P40x8	DP40x8	Own 1AB	6–4¾x5¾	Own 7B	U 4	No	TimSW410W	WF	R	10.2	169.1	8¼x3x¼x⅛	

The Transportation Problem

(CONTINUED FROM PAGE 9)

follow carrier groups. Otherwise each regulatory authority will become the partisan of its own form of transportation, and there will be much less chance of proper coordination. Some fear that this may result in basing water rates and motor rates on rail rates, without adequate consideration of the special conditions surrounding rail and motor transportation. I believe that no regulation can be successful which does not take these special conditions into account. The ability of private industries to provide their own transportation, as many are now doing, by operating their own vessels and trucks, is a sufficient reason, if there were no other.

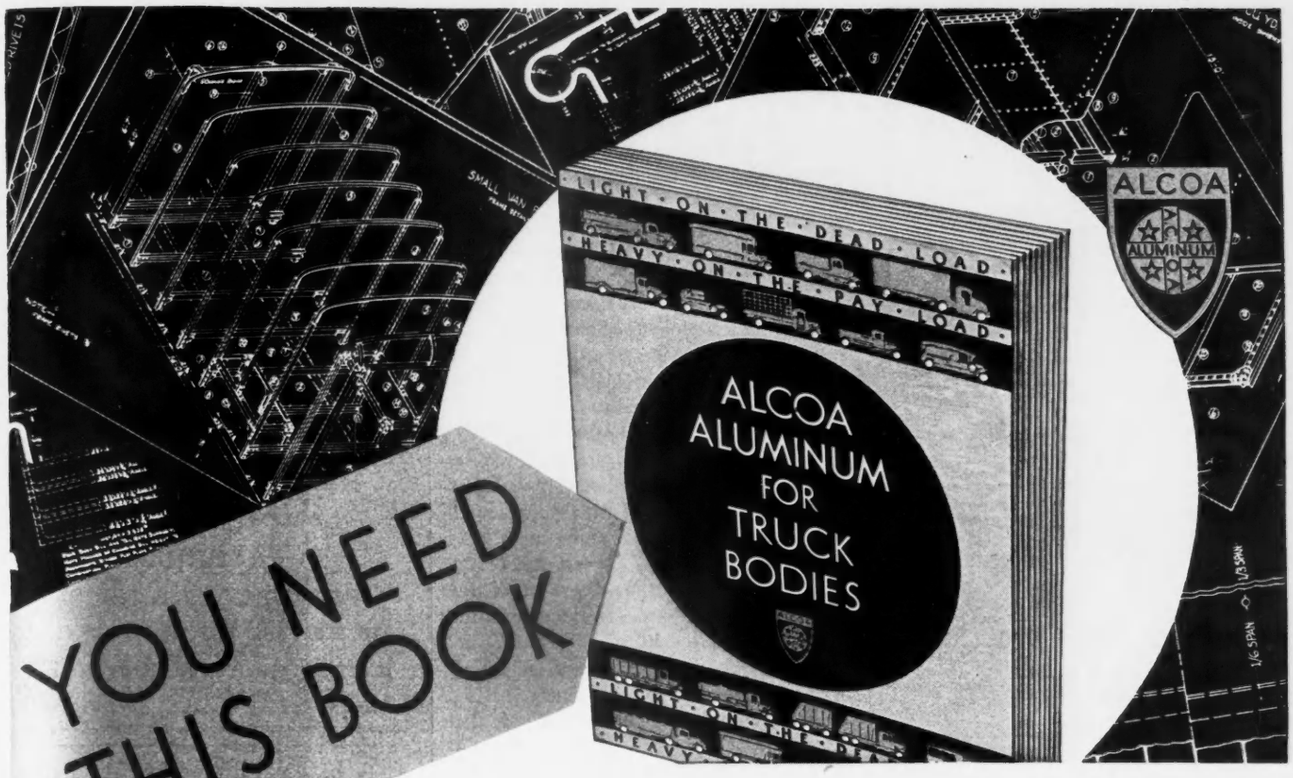
The ideal to be achieved is, of course, a transportation system which will utilize each agency in the field for which it is best fitted and discourage its use where it is uneconomical or inefficient. I know of no way to arrive at any approximation to this result without adequate considera-

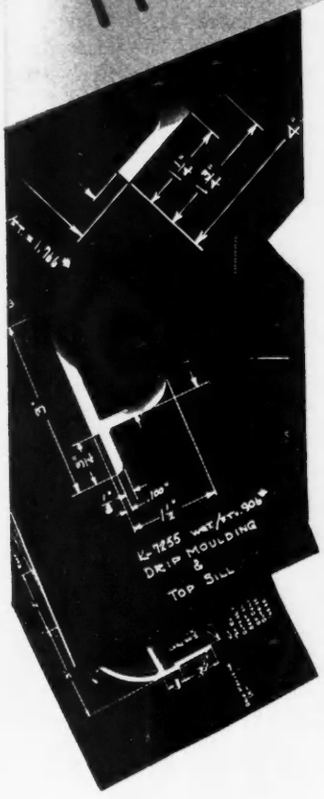
Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes: Service: Make, Location, Operation	Brakes: Service: Lining Area	Brakes: Service: Drum Material	Brakes: Hand Location, Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type
1	360	4.5	240	40.8	90–2500	L	G	N	7–2⅛	13	CC	KP	Zen	M	AL	AL	P.Ll	GO	Spi	Shu 15692812	Ros	L6IHV	708	G	CD	210	125	34¼	40x2½	52x4	N
2	381	4.6	276	40.0	106–2600	H	C	C	7–2⅝	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000tw	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	56x4	½
3	428	4.6	276	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56x4	½
4	428	4.6	276	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	½
5	611	4.5	384	54.1	127–2300	L	G	A	7–3	13½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	½
6	529	4.4	347	51.3	114–2200	L	G	A	7–3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L6IHI	842	a	DF	213	120	33	46x3	64x4	½
7	529	4.4	347	51.3	114–2200	L	G	A	7–3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	1014	a	DF	213	120	33	46x3	64x5	½
8	529	4.4	347	51.3	114–2200	L	G	A	7–3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	1014	a	DF	213	120	33	45x3	64x5	½
9	428	4.4	280	45.9	93–2200	L	G	C	7–3	14	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpP	Shu 5582B	Ros	L6IHV	571	a	TD	162	103	34	45¼x2½	58x4	N
10	501	4.4	330	48.6	111–2200	L	G	C	7–3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB	Shu 678	Ros	Ws4IA	238	a	TD	162	100¼	37	46x3	50x4	N
11	529	4.4	350	51.3	114–2200	L	G	C	7–3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB	Shu 678	Ros	Ws4IA	238	a	TD	138¾	94¾	37	46x3	50x4	N
12	707	. . .	455	60.0	148–2000	L	G	C	7–3½	17	PC	Ha	Zen	M	LN	LN	D.BL	GO	SpB	Shu 678	Ros	Ws4IA	238	a	TD	141	93	37	46x3	50x4	N
13	211	5.3	130	25.3	60–3100	L	C	S	4–2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O6IHV	273	a	TX	117½	50½	34½	36x1¾	43½x3	N
14	309	4.7	198	21.0	96–3000	L	G	S	7–2¾	11¼	CC	Ha	Det	M	DR	DR	P.BB	Fe	Own	Own	Jac	O6IHV	657	a	CD	218	114	34½	42x3	56¼x4	N
15	462	5.2	324	46.0	125–2600	L	G	A	7–3	13½	PC	Wa	Zen	M	My	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rIA	630	H	FD	168	114½	33½	41x3	46x3½	N
16	677	4.4	460	60.	125–1800	L	G	A	4–3½	11½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27050	Ros	Ws4rIA	630	H	FD	214¼	144¼	33½	42½x3	49½x3	N
17	215	5.1	137	27.3	60–2600	L	G	A	7–2½	9	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L6IH	312	a	TX	118	63¼	34	38x2¼	40½x2½	N
18	215	5.1	137	27.3	60–2600	L	G	A	7–2½	9	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L6IH	312	a	TX	118	63¼	34	38x2¼	40½x2½	N
19	263	5.4	164	31.5	67–2600	L	G	A	7–2½	10	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L6IH	312	a	TX	143	86½	34	38x2½	40½x2½	N
20	263	5.4	164	31.5	67–2600	L	G	A	7–2½	10	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L6IH	312	a	TX	143	86½	34	38x2½	40½x2½	N
21	381	4.8	240	40.8	85–2400	L	G	A	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L6IHV	495	a	FD	168	99½	34	42x2½	44x3	N
22	381	4.8	240	40.8	85–2400	L	G	A	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L6IHV	495	a	FD	168	99½	34	42x2½	44x3	N
23	381	4.2	237	40.8	85–2200	H	C	C	7–2¾	13	CC	KP	Zen	M	DR	DR	P.BB	Lo	Spi	Own 7738	Ros	L6IHV	623	a	TD	182	102	34	42x2½	50x3½	N
24	677	4.4	460	60.0	125–2000	L	G	C	4–3½	11½	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B6IMV	504	G	T4	220	145	34	48x3½	40x5	N
25	517	4.5	330	51.3	110–2400	L	G	C	7–3	13½	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	B6IA	864	G	4I	180	137	36	42¼x2½	44x3	N
26	525	4.5	380	48.6	128–2100	H	C	A	7–2¾	14	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B6IA	817	a	TX	161	100	34	50x3½	45x4	N
27	616	4.5	450	57.0	149–3100	H	C	A	7–2¾	14	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B6IA	965	a	TX	161	100	34	50x3½	45x4	N
28	255	4.6	182	27.3	90–3200	F	G	C	4–2½	6	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40½x3½	31x3	N
29	358	4.6	254	38.4	110–2800	F	G	C	7–2½	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40½x3½	31x3	N
30	358	4.6	254	38.4	110–2800	F	G	C	7–2½	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 35000H	Ros	L4IHV	504	G	TD	Opt	Opt	34	40½x3½	35½x4	N
31	462	4.6	324	45.9	125–2600	F	G	C	7–3	13½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 27450	Ros	L4IHV	504	G	TD	Opt	Opt	34	43x3½	35½x4	N
32	462	4.6	324	45.9	125–2600	F	G	C	7–3	13½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Blo	Tim 27450	Ros	Ws4IA	780	G	TD	Opt	Opt	34	43x3½	35½x4	N
33	677	4.6	440	60.0	126–1850	L	G	C	4–3½	10½	PC	Wa	Zen	M	DR	DR	D.BL	Ch	Blo	Tim 27450	Ros	Ws4IA	788	G	TD	Opt	Opt	34	43x3½	35½x4	N
34	638	4.3	410	54.1	126–1850	L	G	C	4–3	10½	PC	Pe	Zen	M	RB	No	dp.BL	Yo	Blo	Shu 715-11	Ros	WsIA	720	G	TD	139	88¼	38½	41⅞x3	53x4	N
35	282	5.3	186	33.7	73–2800	L	G	A	7–2½	10½	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6IHV	559	G	TX	140	83	34	37x2¼	52x4	N
36	282	5.3	186	33.7	73–2800	L	G	A	7–2½	10½	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6IHV	459	G	TX	140	83	34	37x2¼	44x3	N
37	339	4.7	210	38.4	76–2400	L	G	A	7–2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IHV	559	G	CD	168	101	34½	39½x2½	52x4	N
38	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6IHV	625	G	CD	168	101	34½	40x2½	52x4	N
39	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6IHV	625	G	CD	168	101	34½	40x2½	52x4	N
40	282	5.4	176	33.8	73–2800	L	G	A	7–2⅝	10½	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IH	. . .	G	CD	92	56	34	37x2¼	54x2½	N
41	298	4.7	190	33.7	70–2600	L	G	A	7–2⅝	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IH	. . .	G	CD	92	56	34	37x2¼	54x2½	N
42	361	4.7	235	38.4	82–2400	L	G	A	7–2¾	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	. . .	G	CD	108	73¼	34	39½x2½	54x3	N
43	501	5.0	330	48.6	110–2200	L	G	A	7–3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L6IHV	. . .	G	CD	142	87¼	34	39½x2½	54x3	N
44	428	4.5	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	. . .	G	CD	120	72	34	44x3	50x4	N
45	529	4.9	350	51.3	115–2200	L	G	A	7–3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L6IHV	. . .	G	CD	142	87¼	34	44x3	52x4	N
46	707	4.5	455	60.	148–2000	L	G	A	7–3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	. . .	G	CD	144	88	34	44x3	50x4	N
47	779	4.5	505	66.2	163–2000	L	G	A	7–3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws6IA	. . .	G	CD	144	88	34	44x3	42x4	N
48	779	4.5	505	66.2	163–2000	L	G	A	7–3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws4IA	. . .	G	CD	168	100	34	44x3	50x4	N
49	855	4.5	555	72.8	180–2000	L	G	A	7–3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws6IA	. . .	G	CD	168	100	34	44x3	42x4	N
50	282	4.7	176	33.7	73–2700	L	G	A	7–2½	10½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L6IHV	536	a	TX	168	102	31½	38x2¼	52x4	N
51	361	4.4	235	40.8	83–2400	L	G	A	7–2⅝	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6IHV	536	a	FD	168	102	31½	38x2½	52x4	N
52	393	4.9	260	42.1	103–2600	L	G	C	7–3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6IHV	654	a	FD	168	102	31½	38x2½	52x4	N
53	453	4.7	300	48.6	98–2200	L	G	A	7–3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
54	501	4.9	330	48.6	110–2200	L	G	A	7–3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
55	468	4.4	322	43.3	125–2400	H	C	A	4–2¾	10½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
56	638	4.3	410	54.1	126–1850	L	G	C	4–3	10	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
57	707	4.4	506	60.0	170–2000	H	C	A	7–3¼	11	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
58	707	4.4	506	60.0	170–2000	H	C	A	7–3¼	11	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
59	754	5.1	510	76.7	240–2900	H	C	C	4–3½	10	PC	No	Zen	M	DR	DR	dp.Lo	Ow	Blo	Tim 27450tw	Ros	Ws6IA	782	Da	CD	111½	216	34	44x3	None	N
60	420	5.2	300	44.4	130–2800	L	G	C	5–2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	525	a	CD	162	108	34	39x2½	39x2½	N
61	420	5.2	300	44.4	130–2800	L	G	C	5–2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	633	a	CD	162	108	34	39x2½	46x3½	N
62	462	4.5	300	45.9	98–2000	L	G	A	7–3	13⅞	PC	Wa	Str	M	AL	DR	D.Fu	Ch	Spi	Tim 35000tw	Ros	Ws6IA	711	a	CD	162	108	34	39x2½	46x3½	N
63	462	4.5	300	45.9	98–2000	L	G	A	7–3	13⅞	PC	Wa	Str	M	AL	DR	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
64	549	4.5	332	48.6	100–2000	L	G	A	4–3½	11¾	PC	Wa	Str	M	AL	LN	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
65	677	4.6	460	60.0	127–2000	L	G	A	4–3½	11¾	PC	Wa	Str	M	AL	LN	D.BL	Ch	Spi	Tim 27045tw	Ros	Ws4IA	792	a	CD	162	108	34	48x3½	53x4	N
66	672	17.1	420	57.0	125–1800	H	G	C	7–3¼	16½	FP	Ow	No	P	No	LN	dp.BL	Ch	Spi	Tim 27045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
67	468	4.6	292	43.4	108–2400	L	G	C	7–3	12	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O6IA	974	a	FX	192	109	33¼	54¼x3	48x3½	N
68	611	5.7	398	54.2	128–2300	L	G	C	4–3½	10	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own BQ	Ros	O6IA	902	a	FX	192	111	33¾	50x3½	48x3½	N
69	611	5.7	398	54.2	128–2300	L	G	C	4–3½	10	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AC	Ros	O6IA	930	a	FX	180	109	37½	48x3½	52x4	½
70	611	5.7	398	54.2	128–2300	L	G	C	4–3½	10	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O6IA	1044	a	FX	180	109	38½	48x3½	52x4	½
71	706	4.4	427	60.0	138–1900	L	G	C	4–3½	11	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O6IA	930	a	FX	180	109	38½	48x3½	52x4	½
72	706	4.4	427	60.0	138–1900	L	G	C	4–3½	11	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O6IA	1044	a	FX	180	109	38½	48x3½	52x4	½
73	529	4.9	350	51.3	114–2200	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws4/6IA	1836	a	FD	152	102	34	44x3	46x4	½
74	707	4.5	460	60.0	150–2000	L	G	A	7–3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	1836	a	FD	174	102	34	44x3	46x4	½
75	779	4.5	508	66.2	164–2000	L	G	A	7–3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	1948	a	2FD	223	127	34	52x4	46x4	½
76	855	4.5	550	72.8	180–2000	L	G	A	7–3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	1948	a	2FD	223	127	34	52x4	46x4	½
77	282	5.0	176	33.8	73–2800	L	G	C	7–2½	10½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 30000H	Ros	L6IH	412	a	TD	168	71	34	40x2½	44x3	N
78	282	5.0	176	33.8	73–2800	L	G	C	7–2½	10½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 31000H	Ros	L6IH	570	a	TD	168	67	34	40x2½	52x4	N
79	383	4.4	262	43.3	92–2400	L	G	C	7–2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L6IH	578	a	TD	192	101	34	40x2½	42x2½	½
80	383	4.4	262	43.3	92–2400	L	G	C	7–2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L6IH	661	a	TD	192	101	34	41½x2½	43½x3½	½
81	501	4.9	330	48.6	110–2200	L	G	C	7–3	12½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	W6IA	898	a	TD	216	113	34	42x3	43½x4	½
82	611	4.5	384	54.1	127–2300	L	G	A	7–3	13½	PC	No	Zen	M	AL	AL	dp.BL	Lo	Cle	Tim 27050W	Ros	W6IA	960	a	TD	Opt	Opt	38	44x3	48x3½	½
83	358	5.0	254	38.5	110–2800	F	G	A	7–2¾	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	L4IHV	596	a	CX	192	91	34	42x2½	57x4	N
84	358	5.0	254	38.5	110–2800	F	G	A	7–2¾	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	L4IHV	596	a	CX	192	91	34	42x2½	57x4	N
85	549	4.5	330	48.6	99–2000	L	G	C	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	Ws4IA	576	a	CX	Opt	88	34	48x3	58x4	N
86	677	4.4	440	60.0	125–2000	L	G	C	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792	a	CX	Opt	89	34	48x3	58x4	N
87	677	4.4	440	60.0	125–2000	L	G	A	4–3½	11¾	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792	a	CD	Opt	Opt	34	48x3	60x3½	N
88	462	5.5	324	45.9	125–2400	F	G	A	7–3	13¼	CC	Ha	Zen	M	DR	DR	D.Ow	No	Spi	Tim 26450N	Ros	O4IA	792	a	CX	192	94	34	48x3	(10)	N
89	677	4.4	440	60.0	125–2000	L	G	A	4–3½	11¾	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4IA	792	a	CX	192	93	34	48x3	(10)	N
90	462	4.5	300	45.9	102–2400	L	G	C	7–3	13½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4IA	1152	S	JX	192	94	34	48x3	(10)	N
91	462	5.5	324	45.9	125–2400	F	G	A	7–3	13½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4IA	1152	S	JX	192	94	34	48x3	(10)	N
92	672	17.0	420	57.0	125–1800	H	G	C	7–3¼	16½	CC	En	No	M	CI	LN	dp.BL	Pe	Spi	Tim 27452W	Ros	Ws6IA	1068	a	TD	255	148¼	34	42x3	46x4	N
93	677	5.5	465	60.0	145–2000	L	G	C	4–3½	11¼	FP	Wa	Zen	V	DR	LN	dp.BL	Pe	Spi	Tim 27452W	Ros	Ws6IA	1068	a	TD	255	148¼	34	42x3	46x4	N
94	381	4.6	240	40.8	83–2200	L	G	C	7–2⅝	12½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L6IHV	623	a	TD	192	115	34	42x3	52x4	N
95	434	4.9	275	42.0	105–2100	H	C	S	7–2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	L4rIHV	514	a	CI	194½	109¼	34	42x3	51½x4	N
96	519	4.0	333	45.9	118–2100	H	C	S	7–3	15½	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¼	34	42x3	42x4	N
97	519	4.0	333	45.9	118–2100	H	C	S	7–3	15½	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34	42x3	42x4	N

tion on broad lines of relative costs of operation. It is quite possible, in this connection, that this will involve a considerable reconstruction of the present railroad rate structure, to the extent that existing rates are based on commodity values and other elements besides cost. The existence of such rates often opens up an opportunity for competition which would not be present if actual costs of operation were given more consideration.

By the time that Congress convenes I expect to be able to present many conclusions, but I assure you that if the facts are not then ready for a conclusion on a particular matter, I shall not hesitate to defer recommendations until a matured judgment can be reached.

One thing is certain and that is that the transportation situation is in a state of flux. I am confident that many important developments will emerge, in the service which is performed, in the rates which are charged, and in the character of Government regulation, and that they will be developments for the good of the country.





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ALCOA ALUMINUM

17 States Fail to Agree

(CONTINUED FROM PAGE 40)

fit of the railroads," declared that motor trucks have reindustrialized the nation and recommended the adoption of the AAHO code with certain clarifications.

These were "that wherever changes may be made by a state affecting existing equipment a period of at least five years should be allowed to wear out such equipment, and that in the gross weight formula "c" (L plus 40) the minimum value of the coefficient "c" should be 800.

Speaking for truck operators, Ted V. Rodgers, president of the American Trucking Associations, Inc., pleaded for "measures that shall insure the fullest service of the highways in behalf of the whole public interest." While urging the conference not to subject trucks "to the kind of regulation the railroads will ask," he said, "we do not object to proper regulation. We know it is inevitable, and that if wise it will be helpful rather than harmful to us."

Asking for uniformity and reciprocity he referred to the AAHO code as if he, too, were under the impression that it was to be the basis of discussion by the conference. He voiced exceptions to several of the code provisions. Arguing against the 35-ft. maximum length for tractor-semitrailer, Mr. Rodgers recommended that "the minimum restriction of length of combination of vehicles shall not be less than 45 ft. regardless of the number of units in the combination." He also favored 18,000 lb. per axle with a 16 2/3 per cent increase for balloon tires, and urged that the gross load maxima be eliminated and that allowable weights on axles govern gross load weights. He asked that the value of the coefficient in the gross weight formula be not less than 800.

Speaking for truck manufacturers, W. H. Brearley, of the Autocar Co., said: "The recommendations of the American Association of Highway officials represent the judgment of the best engineering opinion in the State Highway Departments in the U. S. Bureau of Public Roads, based on their experience over a period of years, and we, as manufacturers, accept their recommendations as minimum standards."

He pointed out that, contrary to the railroads' contentions, the effect of the recommendations is to make an actual reduction in the limits permitted in many states. He supported the code clarifications suggested by the National Highway Users Conference.

The viewpoint of the "competing forms of transportation" was expressed by John J. Pelley, president of the New York, New Haven & Hartford Railroad. He took the position that the types of highway construction which would be necessitated in order to carry the weights and sizes of vehicles which the AAHO code allows would cost taxpayers, including railroads, so much as to be decidedly against the public interest.

On this premise Mr. Pelley constructed a 4000-word argument, containing much that has come to be considered typical railroad cant and much that indicates that the individual who prepared the argument either was inadequately informed on code matters or else poorly advised—perhaps both.

Mr. Eastman's Request

(CONTINUED FROM PAGE 24)

E. Relations of Industry to Transportation

1. Should the present commodities Clause (Sec. 1, par. 8, Interstate Commerce Act) be modified to forbid by specific enactment the ownership of railroads by industries?

2. Should either the present or the broader commodities clause suggested in 1 above be made applicable to water carriers?